

SK

news & features about snow-making



JANUARY 1949 25 CENTS



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An Open Letter

To the Editors of HOLIDAY MAGAZINE

Your article entitled "Winter Sports" by Robert M. Coates, in the December issue of your magazine is so erroneous in both fact and implication that I believe that it is an injustice to the sport of skiing and to its enthusiasts.

Mr. Coates states that, "Except for some above-timberline areas in the West, the United States is not naturally downhill skiing country. It is touring country, and our efforts to convert it from one into the other, cutting open slopes and trails and installing swift tows or lifts to service them—in effect, creating small privately-owned pseudo-Alps on our mountains—have established a situation from which the majority of our present evils flow."

While the author does not clarify "our present evils" he certainly doesn't appear to know much about skiing in Eastern North America, the West or Europe.

Anyone knows that it was far simpler to develop ski areas in Europe where for generations it has been necessary to clear mountainsides for pasture land. All that was left to do was to erect a ski lift and a hotel. In the Eastern United States and Canada such is not the case. Also, if Mr. Coates has ever skied in Europe, which I doubt, he does not seem aware of the fact that skiers almost entirely follow the same track down a mountainside, whether the course is on a 100-foot wide trail, a 500-foot-wide slope or a mile-wide treeless mountain, and it doesn't make any difference whether it is in the East or West, North America or Europe. He states that "Skiing is a solitary sport, and one of the very great joys that should go with it is the sense of solitary accomplishment; of finding fields that no one has been on before and breaking your own track across them, of discovering sudden descents and negotiating them in your own fashion (he should recommend here that everyone wear a walkie-talkie radio to call for help if lost or injured while on this solitary trek); or, quite simply, being alone in a wonderful, white, untouched, untraveled immensity."

If the author's ideas along these lines were carried out, I feel sorry for the ski patrolmen!

Mr. Coates infers that modern lifts and trails are an evil of the sport. Has it ever occurred to him that there are hundreds of miles of mountains and slopes in the East where one may ski "alone in a wonderful, white, untouched, untraveled immensity?"

The fact remains that skiers in the United States, Canada and even Europe prefer to use lifts and ski in groups. Skiing is a sport where people like to be together, whether skiing in the daytime or dancing at night. Solitude is about the last thing a skier wants.

He goes on to say that the lifts and slopes have brought with them the really great number of accidents which now disfigure the sport. Here again he doesn't know the facts or he would know that for the number of people skiing, the accident rate is very low.

But for the most ridiculous statement of all, I refer you to Mr. Coates' words, "The crowding could be cut down at once, and the number of collision accidents reduced accordingly, if the resort proprietors were willing to forego profits and limit the number of tow tickets they sold per day."

I wonder how Mr. Coates would like to be told, after travelling a few hundred miles to a ski area, that he could not ski, because all of the tickets for the area had been sold several weeks in advance.

The author concludes that the sport is doomed unless touring trails are built. He refers to one connecting several towns in the Laurentians which is used less and less each year. Good touring trails have been built at Mont Tremblant which are used only by the bears and deer. The same has been true elsewhere, although he is apparently ignorant of the fact.

Skiing has grown in North America because good lifts have enabled skiers to enjoy the maximum of downhill running, which is the essence of skiing. Mr. Coates may enjoy solitary climbing, but this opinion is shared by only a fraction of those who have adopted skiing as their favorite winter sport. Without lifts, skiing would never have grown to its present size.

As further evidence of the author's unfamiliarity with the facts of skiing, he points out that "at most resorts, the only control over the reckless skier is that exercised by members of the amateur "ski patrol". If he had taken the time to investigate, he would have discovered that every major area in the United States and Canada has a professional paid patrol. Mont Tremblant has had one since it opened.

Such misstatements and obvious lack of knowledge of the ski sport by the author of an article in your publication is certainly not a credit to the publication or the sport.

(Signed) *Joseph B. Ryan*

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ADV—

Again!

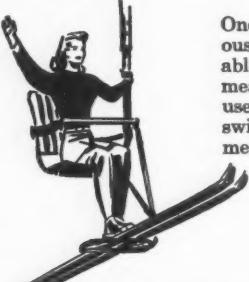
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LETTERS

Sno Kitten

Sir:

Thought you would be interested in the Sno-Kitten used for the trip to "Grand Ma's House —". Also makes a good carrier to and from the ski slope.

HIRAM LEONARD

Norwich, Vermont



Correction

Sir:

In the Nov. 15th issue of SKI the erroneous statement was made that Jerry Hiatt would "direct winter sports in the Sugar Bowl Ski School." In fact he is "Winter Sports Director for the Sugar Bowl Corp."

BILL KLEIN

Norden, Calif.

It's not what you say, it's the way that you say it — Sorry. — Ed.

White Horses

Sir:

Enclosed please find check to cover subscription and mailing cost of SKI Magazine. I am sending a check for 5 dollars. Please send the SKI Magazine as long as the money lasts. It is difficult to figure all the details that go with the subscription of a magazine way over here in Arabia.

DEON JONES

Dhohran, Saudi Arabia

Three Score And Ten

Sir:

Do you have any sort of lifetime subscription?

ELEANOR A. SMITH

Forty Fort, Pa.

Rembrandts

Sir:

Can you tell me the address of some of these foreign-country sponsored agencies that pass out the nice, big, colorful posters that I have seen adorning the walls of many local stores and also the rooms of a few of my taciturn colleagues? Many of the posters are really beautiful and a few of them would, in my opinion, look a lot better on the walls of my room instead of the Rembrandts—or whatever they are—my southern roommate strung up.

ALLEN R. KACHER

Hanover, N. H.

"Smiling Ski Girl," published by the Austrian State Tourist Department located at 50 West 10th St., New York

LETTERS

11, N. Y., will be one adorer. Others come from Swiss National Tourist Office, 475 Fifth Ave., N. Y., N. Y. French National Railroad, 610 Fifth Ave., N. Y., N. Y. Scandinavian Airlines, 74 E. 46th St., N. Y., N. Y.

Trail Blazer

Sir:

I notice in your article on the new Lake Sunapee development you made no mention of its originator and chief driving force, Malcolm Chase of Durham, N. H., who worked with Ed Blood, U.N.H. ski coach, in laying out the trails and open slopes. Anyone who has put as much into such a wonderful ski area as Sunapee should certainly receive all our hearty thanks.

RICHARD GALLANT

Exeter, N. H.



Grindelwald vs. KUA

Sir:

It was my privilege to attend Kimball Union Academy for three years during my evacuation days from the Blitz that hit Britain. While there I learned to be an enthusiastic skier with the help of Coach Billy Robes, and among the few things I brought back to England were my Northland laminated skis. Thought you might be interested in the photograph from Grindelwald, Switzerland, where I skied last Christmas vacation. There is a T-Bar, right of center, and it is marvelous, open slope skiing all the way down.

MICHAEL PEACOCK

Wellyn, Garden City, England

Keep your eyes open on the slopes of Grindelwald, you might see a classmate of yours on a "Flying Package Vacation" from U.S.A. If you can manage to ski down the precipitous mountain shown in your card, you can thank Billy Robes of K.U.A. — Ed.



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Ski... Mont Tremblant



AN Old World Welcome awaits you at Canada's internationally famous ski center atop the Laurentians. Former guests will discover many innovations to add to their pleasure.

A new 7-mile road between the base terminals of the two chair lifts enables skiers to reach the new development on the north side of the mountain by car in 15 minutes.

Newcomers, too, will delight in the variety of trails and slopes . . . the two chair lifts, a T-Bar and two rope tows affording more than three miles of effortless uphill transportation . . . the famous Mont Tremblant Ski School . . . comfortable lounges with open fireplaces . . . game rooms and dancing every evening to an orchestra in La Cabane . . . ski shop, and La Boutique with its large selection of hand-knits, Jaeger English woolens and smart skiwear.

The new Sissy Schuss, Lowell Thomas Run, the Inferno, Devil's River Run and other smooth slope-like trails, served by the new chair lift, assure uncrowded sport through April. Whether beginner or kanonen, you will find a greater variety of sport to your liking at Mont Tremblant.

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LETTERS

Burnt Up!

Sir:

Please cancel my subscription and refund my money at once. I am deeply disappointed in your new magazine, and it is without interest to me.

Yours is the poorest attempt at a magazine that I have ever seen. How can you publish a so-called ski magazine for two issues and include neither a picture of anyone skiing, nor an article on skiing is beyond me. Don't you intend to have any articles at all?

Why drag up all the Olympic dirt? Who cares?

Isn't it enough to have the commercials in the ads without messing up the text?

Who cares who is where?

How are we supposed to know if any of these new gadgets are safe; or if they work?

Did you ever pick a drunk out of a thorn-apple?

As a member of the ski patrol I would have liked to see a little something on safety. I managed to ski 13 days last winter. We drove 200 miles round-trip each time; on an average we spent 5½ hours skiing. I had 13 accidents to take care of. They averaged over one hour apiece, or one-fourth of my skiing time. They are tiring. I didn't get any tow deduction. I furnished my own rope and bandages. The toboggan was broken. I burned up a good pair of gloves on the tow. My only contact with the ski patrol system and its \$50,000 was a request for a cash donation. I had patients that didn't warm up and patients that didn't know they were tired. Why don't you write up a few safety rules so there won't be so many?

I get 12 days vacation from the Dow Chemical Co. Some year I hope to use it skiing, instead of painting my house and taking care of sick children. If your magazine weren't so darned commercializing, I might know where to go then. You all are the acme of Greater Ski Bums.

BERT SAVAGE

Midland, Mich.

Tipster

Sir:

Take a tip: More interesting articles — too much advertising spread throughout the magazine. "Ski Illustrated" was better.

Hope you will improve in future issues.

HAROLD METTER

Kew Gardens, N. Y.

Combine

Sir:

Congrats on your first issue. It looks as though "synthesis" has produced a magazine of even better coverage and caliber than anything thus far. In short, three cheery yodels from Tigertown!

W. MASON BEEKLEY

Princeton, N. J.

Homesick

Sir:

Have just finished browsing through the November 15th issue of Ski Magazine, and have come to the point where I feel it might be just the kind of gift to send to a homesick New Englander now serving in the

LETTERS

Air Force in far-off Korea. Was interested to see that skiing is known to our Japanese hope-to-be friends also!

Surely in the world of sports, good fellowship can be promoted, and from what I have seen and heard of the fine art of skiing, friends of it know no boundaries of nationalities.

Will appreciate any information you may have to give as to how best to send the magazine to Korea.

ETHEL C. A. MORSE

Boston, Mass.

Buena Vista

Sir:

I have always enjoyed the ski magazine very much and so feel free to suggest what, to me, is now lacking. I miss the beautiful scenic pictures which were always a feature of the old "Ski News" magazine. Others may not agree with me, but I should greatly enjoy at least one good "feature scenic" in every issue.

GEORGE L. ROBERTSON

Milton, Mass.

SKI Magazine certainly does agree with you. The Editors have uncovered some beautiful photographs and with the advance of the snow season many more beautiful scenes will come to the office to choose from. — Ed.

Underneath The Take-Off

Sir:

I have read SKI for many years and enjoy it very much. Please do one thing, that is, have more articles and information on ski jumping.

KEN JENSEN

Wausau, Wisc.

In this issue you will find an article on jumping printed not only as interesting reading material, but also as an intended service to jumping. We sincerely hope you enjoy reading "Inside Report" starting on Pg. 10. — Ed.

Fertile Crop

Sir:

I don't know how my account stood with Ski Illustrated; so am enclosing \$3.00 to make sure.

Congratulations on the new setup. It appears to me far better to have one strong publication covering the field than two or three lesser ones. The coming season will mark my 45th as an active (not fireside) skier. For years I have felt that the sport needed just such a "hypo" as your new magazine.

Like everywhere else in the country — skiing here in the midwest is growing by leaps and bounds — with tows springing up all over Wisconsin, Minnesota, Michigan and a few in No. Illinois.

ORLEY C. HOLT

Eagle, Wisc.

Thanks for your own "hypo" Mr. Holt. Appreciation from one with your years of experience is tops. — Ed.



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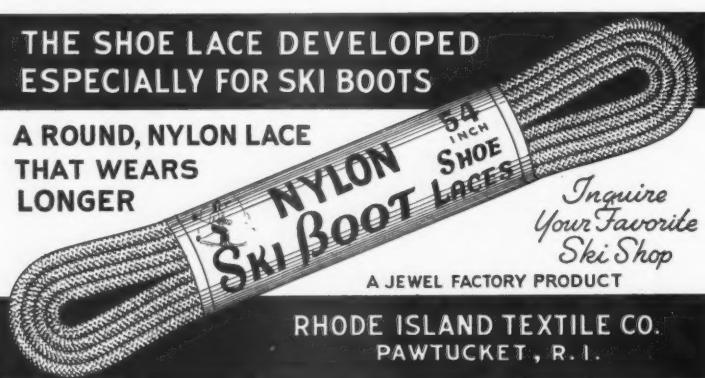
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LETTERS

Skiendifus Surplusensis

Sir:

I was much amused by your recent article exposing the notorious Ski Bum—but thought I should bring to your attention another species, particularly common to the collegiate scene.

This is the postwar or surplus skifield, stalwart defender of the khaki and white. Outfitted exclusively by Hacks 2nd Ave. Surplus, this anti-type of the Greater Ski Bum lurks in well-hidden mountain tents or ill-guarded cabins, existing on oatmeal and mixed foodstuffs.

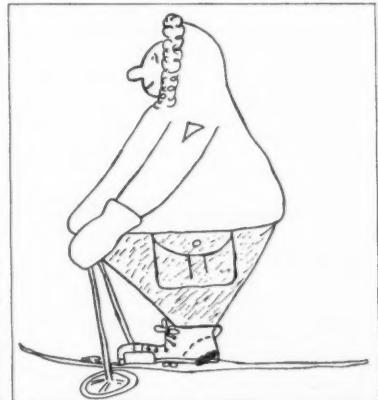
He skis on a budget of five bucks per vacation, the only period he is really observed, and shovels trails for his daily thrill-ride on the lift. His major contribution to ski fashion is the matched pastel parka and skis, usually in ivory. He sports the pants with the rucksack pockets and man-sized boots for which he paid the surplus outfit very little, or eight times what the latter paid the government.

He may soon be extinct since older members of the race tend to degenerate into lesser Ski Bums or even Ordinary Skiers, while the increase of the young is limited by environmental deficiencies, such as lack of \$1.98 poles. He will be missed.

P.S. I have a good time though.

LARRY COLLINS

Cambridge, Mass.



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SKI MAGAZINE, JANUARY 1, 1949

SKI MAGAZINE

Hanover, N. H.

Combining SKI ILLUSTRATED, established 1935, SKI NEWS, established 1938, WESTERN SKIING, established 1945, and SKI SHEET, established 1946.

An Official Publication of the National Ski Association of America.

INDEX

Business Trends...36	Letters.....2
Canadian....30	Miscellany....27
Collegiate....35	Outside Report....40
Competitions....33	People....38
Equipment....17	Resorts....23
Fashions....28	Safety....32
Foreign....37	Shopping....26
Inside Report....10	Ski-Scope....9
Juniors....14	Staff Meeting....8
	Technique....19

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SKI MAGAZINE, JANUARY 1, 1949



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STAFF MEETING

Dear Ski-Reader:

Despite the best efforts of four people who are about ready to move cots into the office in hopes of keeping up with their work, it would not be surprising if the Circulation Department quits any day now.

As soon as the merger of *Ski Illustrated* and *Western Skiing* with *Ski News* was completed, everyone went to work co-ordinating the subscription lists to be certain that all subscribers of each publication would receive the new magazine. This involved extending subscriptions for readers who had previously received two or even three of the former publications.

After the mailing of the first issue, it was obvious that many subscribers had moved since last spring. This was indicated by several indignant and plaintive letters in this vein: "Mary Smith has received her copy and I subscribed for one year last February. Where is my copy?" Our Sherlock Holmeses of Circulation try to track down all such complaints, but cannot solve the problem of about 75 unfilled subscriptions, which cannot be delivered since the Post Office states that the individuals have moved and left no forwarding address. Cases like these sometimes lead people to believe, unjustly, that the circulation department's left hand doesn't know what its right is doing. But that's not true. Another all too frequent problem results from the failure of subscribers to write their names and addresses clearly. A signature that defies duplication may prevent forgeries, but it doesn't make for simple handling of subscriptions.

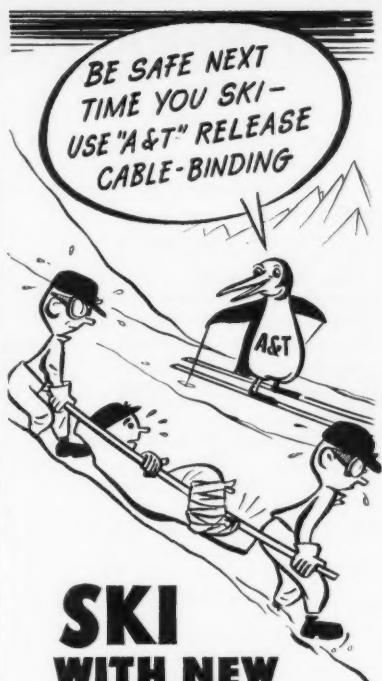
The latest and most efficient type of addressing machine was purchased to handle the 50,000 copies of each issue now being mailed. This machine does about everything except carry the subscription checks to the bank. However, in spite of the best equipment, and personnel, errors are inevitable in the handling of this daily volume of mail. For these your forbearance is asked.

Our schedule is set up to allow for delivery of the magazine throughout the United States and Canada on publication date. Since it takes some time to put changes of address into effect, they must be received three or four weeks before the date of the desired change. Unfortunately, some readers want to alter their subscription one day and receive a copy of the magazine, through regular channels, at the new address the following day.

One might think that the handling of subscriptions is routine work, but at least one member of the circulation department doesn't feel this way. Correspondence became so voluminous in the clarification of one male skier's status that recent letters have taken on all the characteristics of "mash" notes, and wedding bells may be in the offing.

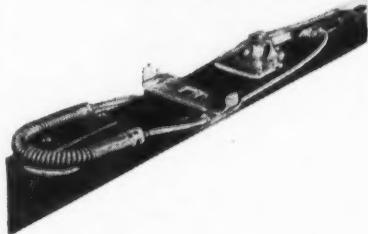
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SKI-SCOPE

Relax

There are times when we feel like the man who falls down on the escalator in the 5 o'clock rush. Sensitivity more pronounced than that of the poor soul who broke out with the hives every time he walked within sight of a strawberry bed seems to be a growing affliction in skiing.

For a sport that is fundamentally a release from the problems of a humdrum, befuddled world, there is all too much deadly seriousness attached to several aspects of the sport.

Having devoted two paragraphs in a plea for more lightness and laughter in every skier's heart, we dare print the Mt. Waterman Song, a catchy tune when sung to the breezy tempo of "Manana."

We hope:

(1) Safety Patrolmen won't take offense to stanza No. 2.

(2) Professionals won't take offense to stanza No. 4.

(3) You'll have fun learning and singing the ditty.

The gas has water in it and the people — they are sore
They want us to repair it, just so they can ski some more;
But if we wait a little while — they will all go home
And WE don't need a chair lift, when we're up here alone.

Manana, etc.

The Ski Patrol is lazy — they are always drinking beer
And if we go to look for them, we find them on their ear;
But if we watch them close enough, they'll ski off down some run
For they are never working — they are always having fun.

Manana, etc.

The rope tow, she is busted, and the people — they are mad
And if we do not fix it, then our jobs they will be had;
But if we wait a day or two, the snow will go away,
And WE don't need a rope tow on such a sunny day.

Manana, etc.

If you want to learn to ski, don't go to this ski school,
For five bucks you learn nothing, so don't be a silly fool;
'cause all he says is "bend ze knees, and zat's all for today —
And if you should come back again, I'll take your dough away."

Manana, etc.



Lacy's Photo

MINERAL CREEK GORGE, GLACIER NATIONAL PARK

Cross Your Bridges . . .

Local wits and poet laureates can take a fling at adding verses to fit the immediate needs.

Long Wait

Our immediate need on surrounding New Hampshire and Vermont hillsides is snow. We've tried the Gertrude Stein technique, repeating softly, A snowflake is a snowflake is a snowflake is a snowflake. The only answers received were glowing reports of snowfalls throughout the west and the first competitive results of the winter from Mt. Hood, accompanied by a complaint that the race was marred by a blizzard. How beautiful a blizzard can look in lieu of cold, bare ground!

So far we have checked bindings, polished our boots, waxed our skis, pressed our pants (once a season even if they don't need it), made glorious plans for a gala opening week-end, flexed our muscles twice in pre-season warm-up and repeated the same routine day after day

except for pressing our pants and flexing our muscles.

The time will come, we hope before you read this, when action will replace anticipation. Then probably we can all be wise and relax and have fun.

INSIDE REPORT in this issue brings to the fore a matter close to the hearts of ski jumping fans. It will undoubtedly be thoroughly discussed, probably just plain cussed in some quarters. Advance proofs read by several men who have devoted their time and energy to jumping with no thought of reward or recognition brought a unanimous answer, "What Mezzy Barber says is all too true. We can not expect to train fewer and fewer jumpers and maintain the high standards of our present day competitions."

We sincerely trust the article will be a definite contribution to the sport of ski jumping.

A VERY HAPPY NEW YEAR.

INSIDE REPORT

U. S. Jumping Faces Dinosaurs' Fate

by Whitey Fuller

"Ski jumping, one of sport's most dramatic and spectacular events, is headed for the shadows of relative obscurity within ten years unless conditions are faced squarely."

This opinion is not from an oldtimer comparing today's outlook with yester-years' glory as oldtimers are prone to do.

This is not the prediction of some armchair general of organized skiing, nor the rant of a downhill-slalom enthusiast who believes the growing popularity of these events is gradually pushing jumping into the ashcan.

Quite the contrary. This is the considered conclusion of one of this country's top jumping aces, Merrill (Mezzy) Barber.

Mezzy, who loves jumping with a passionate zeal, isn't the type who raises his voice and bangs his fist on the nearest table when discussing his point of view. Rather Mezzy can be likened to a chef commenting on his bride's first biscuits — there is no lack of devotion or professional judgement.

Class C Nation: "Some people erroneously believe," says Mezzy, "that our long range objective in jumping is to match the skill of the Norwegians, Swedes and Finns. This is all very well except that first of all we must develop jumpers, 'period', or the number of competitors able to handle the big hill will be counted on the fingers of one hand. The way we're headed now, we'll be a nation of Class C jumpers by 1960."

Coming from any other source, this might be taken as the raving of a first class crackpot or the mouthings of a sensational headline seeker.

When Mezzy makes such statements, one has to be practically a smoe not to take for granted the sincerity of a man who knows what he's talking about from practical experience and life-long association with jumping.

Although he is now only 29, Mezzy has spent 25 winters as a jumper.

When he was four, he went one Sunday afternoon to the home of his cousin, Gordon Elmer. He became so fascinated with the jumping trophies Elmer had collected, that he vowed then and there to become a great jumper some day and fill his own living room-of-the-future with cups and plaques from his conquests.

Mezzy wasted no time preparing to turn his dream into a reality. At the age of six he was making exhibition jumps. Once when sneaking in practice on a 60-meter hill, he was chased off the jump by startled veterans who nearly swallowed their uppers on seeing such a little shaver waiting his turn on the trestle.

Helping Hands: The list of former Eastern jumping stars who took an interest in Mezzy and were willing to spend their time helping the boy prodigy reads like a partial historical review of name jumpers in the 1920's.

Among the first to take Mezzy in tow was Sig Jorgenson. Sig made such an impression on the eight-year-old Mezzy



SPECTATORS AT LAKE PLACID, NEW YORK

'Only A Complete Fool Risks It'

that throughout his career he retained some of Sig's pointers.

Four winters later both Strand Mikkelsen and Rolf Monsen began to put the final polish on Mezzy's style, an assignment Harold Sorenson and Birger Torrissen completed in the following six years.

Although Mezzy placed 10th in the National Jumping Championships in 1938, it was really in 1940 that Mezzy had, as they say in the backroom, "arrived." As a Vermont Academy schoolboy he placed second in the National Championships at Berlin, N. H., behind Alf Engen and directly ahead of such jumping greats as Eugene Wilson, Torger Tokle, Walter Bietila, Roy Mikkelsen and Gordie Wren. He was also fourth in the F.I.S. Open Class Jumping Tournament held at his home jump, Brattleboro (Vt.), and fifth in the Eastern.

Telephone Table: Skiing for Norwich University in 1942, Mezzy won the National Four Event title at Gilford-Laconia, N. H. The huge cup he garnered in this test of the all-around skier now serves

as a telephone stand in the Barber living room, symbolizing the full realization of the dreams of a four-year-old. Mezzy rates the four-event skier the *real* skier, and for this reason doesn't hesitate to name Birger Ruud as the greatest skier the world has yet known.

"Birger's feat of winning Olympic titles in jumping (1932-1936); placing first in the downhill and third in the slalom and fourth in the Downhill-Slalom Combined (1936); and second in jumping (1948) against the cream of the crop in three different Olympics will stand by itself for all times," says Mezzy.

He is also firmly convinced that the only way to become a topflight four-event skier is to start out as a jumper. "It is comparatively easy for the jumping specialist to learn downhill and slalom skiing. I started to learn downhill and slalom technique only two years before winning the four-event championship. It is impossible to reverse the process and learn jumping at an advanced age. That's why the lack of a nationwide training program

INSIDE REPORT

for youngsters in jumping is so very, very serious," adds Mezzy.

"By the time a lad reaches high school it is already too late to teach him jumping," according to Mezzy. "Even if we had in this country an adequate supply of high school coaches capable of really teaching jumping to their pupils — which we don't — it is virtually impossible to learn jumping as a schoolboy and ever hope to reach Class A status."

Toward A Lively Sport: Mezzy believes that this is the program we must follow to rescue jumping, and at the same time insure the necessary number of Class A competitors to keep the sport alive.

(1) We must launch a counter-propaganda program designed to convince parents that jumping is safer than downhill skiing for their sons, as well as less expensive.

(2) Active competitors must immediately start teaching youngsters in their neighborhood how to jump, following the popular custom 10 and 15 years ago.

(3) The National Ski Association, assisted by sectional associations, should, without delay, have written and circulated a book on how to instruct youngsters in jumping to insure proper training in areas where no competitors are available.

(4) Ski Clubs, a number of whom depend entirely on gate receipts from jumping tournaments for financial support, should take a more active interest in promoting instruction and facilities for young jumpers below high school age.

(5) All competitors should band together into a jumpers' association to protect the sport and to act as a safeguard against further decline in the quality and quantity of jumpers in the future.

To expand on each of these separate items of the program, Mezzy suggests these facts as relevant to the discussion:

It is widely recognized that in comparison to the popularity of jumping amongst youngsters years ago the current situation is alarming. Two factors are involved:

(A) Parents have been convinced by the newsreels, among other things, that jumping is a dangerous sport and that only a complete fool risks going off a jump. Little wonder that parents have come to this conclusion when the newsreels are happy only when they can picture a fall or a spectacular recovery.

(B) Downhill and slalom enthusiasts have taken full advantage of the jumping world's inactivity with youngsters to promote their branch of the sport in a manner never before deemed possible.

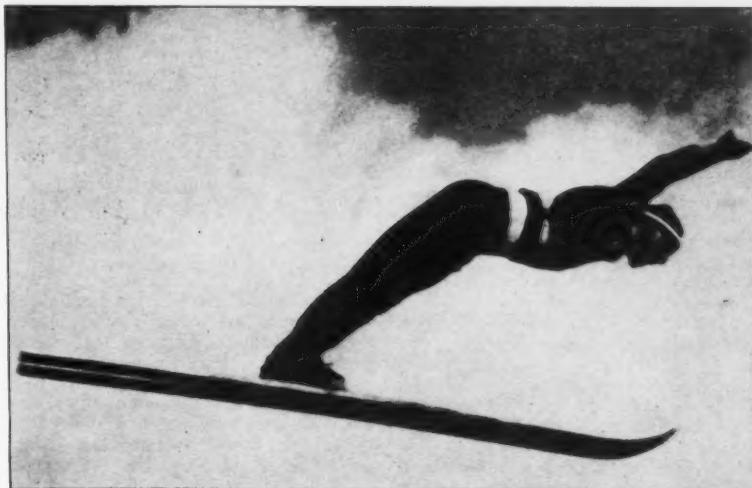
Safer: Therefore, it behooves those who love jumping to spend every effort to produce statistics proving its relative safety over downhill skiing. These statistics should then be given the widest possible publicity to counteract the propaganda that is dealing a death blow to the future of jumping. Only when parents realize that little Johnnie is better off learning to jump than he is learning to run a downhill course, will we see a return to the all-important children's jumping activity.

Jumping skis for children should also be available to the extent that downhill skis are placed at their disposal. Right now

the parent purchasing skis for little Johnnie has no choice in the matter — he buys downhill skis. Granted that the manufacturers are interested mainly in fostering recreational skiing and gain from making converts to downhill skis, we must either encourage production of jumping skis in small sizes or circulate literature demonstrating the methods of making downhill skis suitable for jump training.

The proper age at which to start the topflight jumper is in his fourth or fifth year.

The first winter should be spent in teaching straight ahead skiing on fairly easy slopes. When the pupil shows confidence in riding straight down, and an eagerness to go on to something more difficult, he should be promoted to a steeper slope and allowed to ride a small bump, his



Norwegian Official Photo

NORWEGIAN CHAMPION REIDAR ANDERSEN

A Pretty Blonde In The Last Row

Mezzy is even more convinced that the competitor of today must take a long range point of view and give some of his time to the youngsters.

"Years ago the majority of the competitors made it their hobby to teach and develop the kids who flocked around the jumping hills. Name any of the present jumping leaders and you will discover some adult, who, 10 years or more ago, loved jumping enough to take the star of today under his wing for tutelage. Nobody knows exactly what happened to this custom, only that it is practically extinct.

"At the risk of hurting the feelings of some very swell guys it should also be pointed out that only active competitors should train youngsters. Granted that the oldtimer has a heart of gold, and has been carrying on almost by himself in many instances because the competitors have neglected their responsibility to jumping, in most cases the oldtimers do more harm than good.

"To qualify this, let us say that jumping technique has progressed faster than the oldtimers, with few exceptions, have been able to follow. There is plenty of work for the oldtimer to do in organizing the program, overcoming parental objections, and handling other key details, but the ACTIVE COMPETITOR should serve as the instructor wherever available."

Speaking Volumes: A book, not a few words in this article, is needed to disseminate training routine. However, a few highlights taken as such are presented by Mezzy as his opinion.

first experience with momentary flight in the air. He shouldn't be taught form or style at this stage and, of course, here, as at all times in the training program, every step should be made entirely fun, never drudgery.

When a boy has reached his sixth birthday, the time has come to give him his first taste of riding the inrun. He should be encouraged at this time to work gradually toward having the weight on the balls of his feet. This should not be overemphasized. It should be a gradual process.

Simultaneously the young jumper should be taught a slight bend of the knees. Care should be taken that the crouch is not too low. A line drawn down the back should be at 45° off the slope, so that it is unnecessary to teach holding the head back for vision.

Mark of Distinction: When a boy has acquired the proper stance, he is then ready to be taught the one lesson that distinguishes the fair jumper from the topflight — AIR CONSCIOUSNESS!

Mezzy believes, and his closest friend, Art Devlin, seconds the motion, that this is the absolute solution to training of jumpers and a commonly overlooked basic secret.

In his own training program for neighborhood children at Brattleboro this winter, Mezzy will teach air consciousness in this manner:

As soon as each boy is ready to train on the 15-meter jump, colored flags will be set on one or both sides of the landing while the jumper is in flight. After each jump, Mezzy will quiz the performer on

INSIDE REPORT

what colored flags he saw while in the air, how many, and a rough estimate of the spacing between flags. After this step has been mastered, each jumper will be required to pick out the distance markers and report accurately the distance of each jump attempted.

Why is this so all-important?

Mental Blank: In Mezzy's words well over 70 per cent of the competitors now jumping experience a partial or complete mental blackout from take-off to landing because they have not been properly trained. If interviewed immediately after a leap, they couldn't relate whether their points were up or down, close together or separated, describe the condition of the landing slope and other vital facts a first-rate jumper reels off in minute detail.

"Without air consciousness a man is jumping strictly from fright. He lacks the poise and calmness of a great jumper. He is missing the thrill of complete mental and physical control, and above all, he is taking unnecessary chances a well-trained jumper doesn't take."

"A jumper who has air consciousness can tell you if one of the spectators makes a funny face while he (the jumper) was in flight. The Norwegians can spot a pretty blonde in the last row of the grandstand when the spectators believe they are in such deep concentration they are looking at nothing except their landing point."

"Only a youngster started at an early age and taught by a competent instructor who fully realizes the value of air consciousness ever acquires this poise and calm command while in flight."

Mezzy does not place all the blame on the competitors for the paucity of training now going on with kids.

"Last winter after a jumping tournament several of the entrants were sitting around during the evening and raised the question: do the associations and ski clubs think there will be entries 10 years from now if nothing is done to keep up the flow of contestants?"

"It was the unanimous opinion of those present that organized (for want of a better term) skiing is hoodwinked by the problems they are now facing in classifying jumpers. Has the big brass ever studied the decline in quality that is taking place? Do the leaders of the associations ever ask the advice and counsel of the active jumpers and make room for them on the committees? The answer to both questions is a big, fat NO."

"The associations should see that some of the profits from every tournament are put back into the training of children. Clubs sponsoring tournaments would do well to turn some of the proceeds into the building of small training jumps and into the purchase of equipment for those unable to afford the expense. A farmer knows that he must plant to harvest, but organized skiing does not plant, it only harvests."

"Too Little, Too Late: "True, the program at the high school level has been improved and much worthy effort is expended. Allow me to emphasize once again so there will be no mistake, it is MUCH TOO LATE to start training a jumper after he has entered high school. Those



who do not believe this to be true need only canvass any field of class A jumpers and compile the facts on when these men were started on their training.

"Let them also interview the Swedes, the Norwegians and the Finns and find out when they received initial instruction in jumping. But why waste words? There will be those who retort that it's possible to take a high school freshman who has never jumped in his life and make him a good jumper. He'll be a good Class C jumper perhaps, or even a Class B jumper, if the lad has unusual aptitude. He'll never be a Class A jumper who can match the world's greats who have 12 to 15 years competitive experience behind them when they reach their physical maturity."

An interesting check on Mezzy's statement can be easily made by examining the starting ages of the Olympic Special Jumping Team: Ralph Bietila, 3; Walter Bietila, 3; Arthur Devlin, 4; Sverre Fredheim, 6; Paul Perrault, 7; Gordon Wren, 4. Mezzy, himself, would have been in the group had he not run into difficulties on his amateur status and become ineligible for an Olympic berth.

Anticipation: Listed once again as simon-pure, Mezzy looks forward to the F.I.S. tournament at Lake Placid in 1950 and the next Olympics with relish.

"The next mass meeting of the top jumpers of the world will be studied by the competitors with deep concern. At this time American and Norwegian technique is divided in basic theory. The Scandinavians have evolved a more upright stance on the inrun and have, as a result, adopted a quieter and easier float into the air. There is nothing rigid in their flight posture except the legs and back. The arms are held at a half-bend position. The whole effect is one of complete relaxation.

"I believe America's top jumpers will hold to the theory of the low position on the inrun, for we believe it makes possible increased speed and power. Art Devlin and myself will, however, seriously test the relaxed arm position, for anything that increases total relaxation is a definite asset."

"As for giving up the low crouch, we hold that a jumper should demonstrate power from start to finish. The latest Norwegian style depends on a fast hill and it was noticeable that the Norwegians visiting this country last winter quickly returned to a power style when our smaller hills failed to supply necessary speed for their comparatively effortless technique."

Mezzy will have ample opportunity to try the slight adjustment in technique this winter. As the manager of a new ski development owned by the Latchis brothers of Brattleboro, Vermont, Mezzy will supervise a recently cleared and graded open slope, serviced by a rope tow. In addition to facilities for the recreational skier the area will provide a shiny new 15-meter jump for the children and a new 40-meter hill designed by Mezzy, and designed in a completely radical manner.

Revolutionary: Existing ski jumps are constructed on the theory of the motion of a falling object. Mezzy has experimented with a hill designed on the principles of the path of a projectile, and although this is not the proper place for a long discourse on the theory of ski jumps, suffice to say that the difference in appearance between the standard jump and that of the Brattleboro-Latchis area is enough to cause even a non-expert to express amazement.

"We will give it a tryout this winter," concludes Mezzy, "and if it works out successfully the report may well have an influence on all jump construction in years to come."

During the discussion he recalled that Steve Bradley had written an article for the *Ski Annual* in 1945 entitled, "Who's To Carry On?"

"Steve was pointing out three years ago that jumpers were becoming a lost breed of skiers," Mezzy remarked. "Apparently nobody paid much attention to his comments, maybe nobody really cared. Whenever anybody sticks his neck out in skiing, it's chopped off faster than a well-softened whisker."

"Steve painted the picture of former years. It was the whole story in a few words . . . the crowds of youngsters and competitors at the community jump, little tots receiving hints from boys only a few years older, the older lads watching and learning from the competitors in training with, as Steve wrote, 'a little bit of hero worship mixed in too.'

"From these small community jumps across the land went the tournament champions. Today we seem licked by the rope tow and apathy. Those of us who love jumping as our own sport, those who are interested only in its 400,000 yearly spectator-drawing power, those who are smart enough to realize that we must keep jumping to develop real skiers, should stop the rapid decline that has taken place. Let's increase the Lebanons and Ishpemings, the Brattleboros and Steamboat Springs and the Snoqualmie Passes to a list of hundreds. If we don't, someday someone will write an article that will start, 'Remember when ski jumping was a big thing on the American sports scene?'"



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JUNIORS

Tiny Skiers Win Laurels



OTTAWA'S PEERLESS PRODIGY

Tonsils Slow Her

If the North American continent is ever to catch up with the established European ski producers, it is almost a truism that we must get moppets on skis early. This truism not only holds for the United States' future in competitive skiing, but also for the future of the sport as a recreational industry.

There are growing signs, some no bigger than a child's hand, that that future may be soundly developed in the next 10 years. The day of the child prodigy on skis is beginning to die out. It is dying out only because the prodigies are increasing by such numbers that the tag no longer is valid.

Even in a day of prodigal prodigies, Ottawa can point to a chubby faced, flaxen-haired sprout of nine with considerable pride. Anne Heggtveit, daughter of Mr. and Mrs. Halvor Heggtveit, bids fair to eclipse all previous prodigies' marks.

As such she is a portent. Nine years old January 11, 1948, she already has seven years of skiing behind her. Two months after reaching that ripe old age, she placed second in the senior women's slalom at the Central Canadian Ski Championships held in her native city. In the first Gatineau zone championship of the 1947-48 season, when she was eight, she won the senior women's combined downhill and slalom championship.

Neat Trick: When even a younger

seven years, Anne zipped down the Rimrock downhill course at Lake Placid's Mount Jo as the forerunner for the International Women's Ski Meet for the Kate Smith Trophy. Her performance was smooth enough to insure an invitation for a similar chore the following year.

This past winter, troubled by an operation most maturer skiers have long since undergone — a recent tonsillectomy — she competed with the winning Canadian women's team for the Kate Smith Trophy. Her father, former Dominion cross-country champ, commented, "She didn't show up too well."

Admittedly, young Anne started at a precocious age, when many youngsters are still unsteadily getting their walking legs. Besides, she comes from a strong skiing family — uncle Bruce Heggtveit won the same Dominion title her father held in 1934 four years later, uncle Bud Clark was a member of the 1932 and 1936 Canadian Olympic teams.

The Anne Heggtveits may come few and far between, but reasonable facsimiles, slightly older and perhaps not as accomplished are getting their ground-work in widely scattered points all over the continent.

Best of All Worlds: The late Ford Sayre of Hanover, N. H., had perhaps a slightly different idea when he first conceived his Hanover junior ski school. To him, the best of all possible ski worlds

IMITATION is the sincerest flattery and also the easiest way for children to learn good skiing form. At top, Tommy shadows Instructor Bernie Herbert's stance and swing. Below, Bobby gets set for a stem turn. Outfits on the kids show that anything goes for ski clothes at this age — it's the skis and boots that make a good skier.



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JUNIORS

was one in which the greatest number of youthful skiers, regardless of age, social or economic status could get out and ski, with adequate equipment.

Today that idea is still basic. If skiing on the American continent is to have any lasting vitality, it must eventually become skiing for the masses. And if it is to become skiing for the masses, youngsters, whether they be Van Smythes or just Smiths, must have a chance.

There is still perhaps a wide difference between the skiing for the youthful masses and the development of the Anne Heggtveits. Actually, it need not be so. If skiing for children is really developed as it could be, the Anne Heggtveits, or reasonably accurate facsimiles, would be realized.

Anne Heggtveit is the skier she is today, at her remarkably precocious age, because she had a father and mother who were willing to go to unusual lengths to make her so. If, on this continent, we can only interest enough people, parents or not, who are willing to work as hard for the children and for the sport, North American skiing is assured of a sound future.

Shining Example: A case in point is Mrs. Marilyn Hauseman. Eight years ago she had the idea of a grade school race in the Bozeman, Montana, area. Junior skiing at that time was far more a poor relation than it is now. But Marilyn Hauseman had an idea and she wasn't easily stopped.

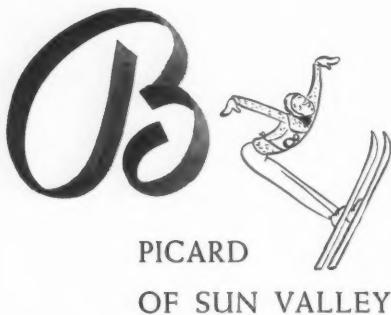
Against all sorts of opposition, she went on with her crusade — a grade school meet for the kids of the area. Elders' noses climbed into the air. The kids would clutter up the slopes, they said. Undeterred, she went ahead; announced she would award a new pair of skis fitted with bindings and steel edges for the winning juvenile racer.

When she broke down senior opposition to the juniors' one day use of the area, she was also able to get local merchants to back the scheme. The final story was the same one that has been recorded in many ski areas since — the verve and remarkable skill of the rag-tag-and-bob-tail kids that swarmed into the meet completely captivated their elders. The first junior meet was an s.r.o. performance, and the repeats have been more of the same.

Now, in the Bear Canyon Hill area the first-to-eighth grade meets have become one of the biggest drawing cards of the season. And Mrs. Hauseman hasn't let her interest flag either — equipment is now provided to those who need it, transportation is offered to and from the ski area, and an instructor, Gus Gnehm, has been hired to give gratis tutoring to youngsters, who previously had nothing but the desire to ski.

Mrs. Hauseman's story, a fine one, is fortunately not entirely unique on this side of the Atlantic. In the East, Hanover has continued the Ford Sayre tradition in slightly altered form. Pico Peak, near the Vermont valley city of Rutland, has its kids' team. North Conway in New Hampshire is another old-timer in this tradition.

Gradually, throughout the country and the continent, comes the realization that, while you can develop skiers at 40, it's far easier to teach them at four.



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EQUIPMENT

I-Beams And Horseshoes

Mr. Wayne Pierce, the tall, soft-spoken designer of the Tey aluminum ski and a sportsman himself, flexed his True Flex ski into a bow shape.

"This aluminum resists stresses up to 60,000 pounds per square inch," he said. "That means deflection just before failure. The maximum for magnesium is about 32,000 pounds. Steel might go up to 200."

"The aluminum in our Tey ski is tradenamed 'alclad,'" the former Chance-Vought Aircraft engineer explained. "Alclad resists corrosion and was standard on all naval planes, while the land-based Army used a non-alclad metal."

"Alclad means coated with pure aluminum."

The designer delved into the genealogy of metal skis, mentioning Thor Thorgersen, a Norwegian who made a metal ski in 1938. Metal running surfaces were not unusual, he said, and added, "Perhaps the most unusual of our early experiments was the Metallite ski, individually made at Chance-Vought during the war. We had a sandwich construction of aluminum and balsa wood sheets."

He estimated the cost at \$400 a pair.

When asked if balsa wood laminations didn't weaken the ski, the engineer reached for a pencil and paper.

"The ski is a cantilever construction: that is," he smiled here, "support at two points and pressure at one or vice versa.

"Here's why balsa would not weaken a ski. Stress comes on the outer surfaces. For example, the shearing force is greatest on the bottom of the ski when it bends. That's why edges work loose."

He sketched an I-beam used in most steel construction work. "The two broad top and bottom surfaces do all the work.

The thin web between them only keeps the beam from shearing.

"That's why we leave an air space in the True Flex ski under the ridge top. It cuts down on the weight without affecting the strength."

On the question of unusual materials incorporated in a ski, the Tey executive said, "Only a short time ago I saw an experimental ski with a fiber glass top and running surface. Between them ran a thickness of cellulose acetate plastic, a brittle honeycombed substance that held the surfaces apart."

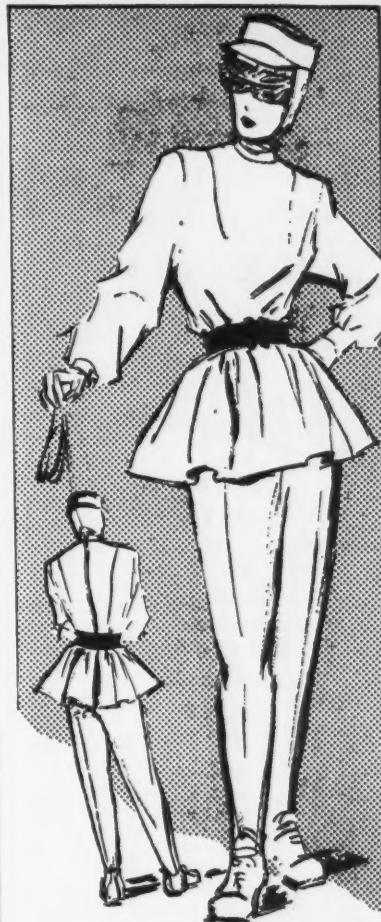
Two-Way Stretch: Mr. Pierce went on to comment about the placement of bindings, in contrast to the adjustable True Hold binding. "We buy skis, mount bindings and they stay fixed for five or six years of skiing. We never know how we'd ski if our feet were a little further forward or even back."

The skier can move the True Hold binding two inches either way.

"We found out that the foot should be moved back in deep powder. On ice it should be forward. Somewhere we will have to find a new system of fitting the skier to his skis. Balance points on the ski are unimportant in contrast to the weight and height of the skier. Balance points on leading skis vary as much as 8% of the running surface."

Speaking of the True Hold binding, Mr. Pierce said that his firm built 50 models, finding one that offered ideal safety features. The heel is held flat so that the toe won't snap out on such a maneuver as riding up a tow rope. Tey tried to eliminate cables falling out of guides and front throws that were hard to clamp down.

"We may be on the track of a binding principle that makes compression of the



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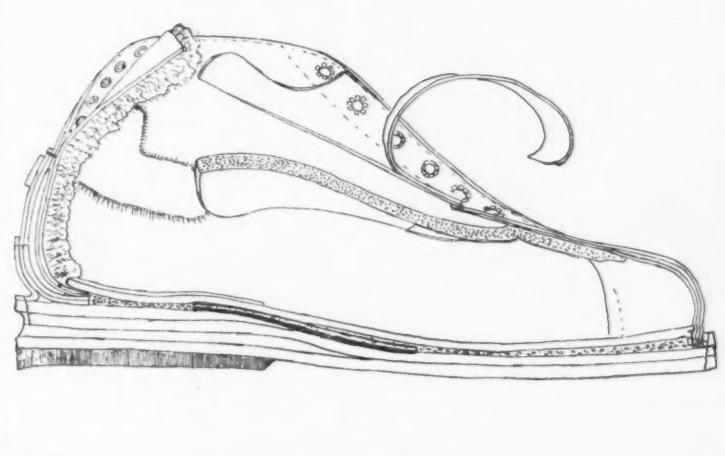
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* Georgette Thioliere—"French Champion and generally acknowledged the world's leading female skier" (Newsweek)

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EQUIPMENT

boot unnecessary. For instance I skied in our binding without any pressure on the toe.

"That would mean the end of thick boot soles if we can perfect this idea." Mr. Pierce sat back in his chair and for a moment his M.I.T. training led him off on the trail of this new idea.

Of The Old School

Mr. Willard Bass, a white-haired head of the G. H. Bass family, famous for ski boots, claims that an intermediate skier is a novice who has read a book.

"An expert," claims the venerable businessman, himself an ardent skier, "is a novice who knows Otto Schniebs."

"Skiing has changed in 30 years," Mr. Bass continued. "We used to make boots mostly for touring. Now people are almost solely interested in downhill."

Mr. Bass explained some of the difficulties involved in bootmaking. "The boot must absorb hard knocks, harder than other footwear. It has to be waterproof . . ." he chuckled here . . . "but we know that the only waterproof footwear is horseshoes."

Keeping the feet dry is important, he said, because dry socks are non-conductors while wet socks carry off the heat. Also boots must fit well because a slowing of circulation invites cold.

"Good fitting for boots at the heel, ball of the foot and around the fourth and fifth toes is especially important," the veteran skier told his audience, "because from these points in particular the foot transmits power to the boot and ski. One problem is fitting the boot to the foot and binding at the same time. We solved it by leaving the sole wide, while rounding out boot toe and narrowing it as well."

"In our boot the heel is narrower than in the average boot." Experts seem to think that Europeans do more walking than auto-ridden Americans, and have thicker ankles. The narrow-heeled Bass boot fits readily and well, say boot specialists.

The Bass boot uses the Goodyear last, perhaps the best engineered method of fastening uppers to sole known to bootmaking. Stitching, wood pegs and nailing make the leather laminations inseparable.

"Our best boot features imported leather. For some reason it has finer grain, more dense for the weight, and it resists water—well, almost as well as horseshoes."



THIS IS THE LATEST IN SKIS, A LIMBER MODEL FOR ROUGH SNOW

TECHNIQUE

For Speed, Counter Shoulders

The real ski enthusiast is always ready to jump into a fiery discussion of ski technique. But, sad to say, while he imagines himself fanning the flames, he is in reality just raking the ashes. For skiers generally seem to be lagging about a decade behind the actual evolution of the sport.

In the 1910's and early 1920's, Central Europeans were still arguing the pros and cons of Norwegian vs. Lilienfeld technique, though Hannes Schneider and other Alpine experts had long since perfected a whole system admirably adapted to Alpine terrain.

the Counter, or Reverse Shoulder technique.

Austria, the fountainhead of so many ski innovations, furnishes the first systematic discussion of the Gegenschulter (rhymes with "plague and pulled her"). Skiers of many nations already employ it, either consciously or instinctively. A young Austrian skier named Guenther Flaig first publicized it, in word and photo.

Guenther Flaig's background amply prepares him for his hobby of ski writing. His father, Walther Flaig, is one of Austria's leading authorities on mountaineering.



Guenther Flaig Photos

ENGELE HAIDER'S GEGENSCHULTER
'Technique Is The Method Of The Group'

In the 1930's, a great hue and cry arose over the emphasis on "Vorlage" and the introduction of parallel turns; yet as early as 1927, in the preface to the third edition of that ski bible, "Wunder des Schneeschuhs," the great ski movie maker Arnold Fanck described in detail these new departures and predicted that the parallel turn without preliminary stem would be the turn of the future.

Right now, the argument rages over the "French technique" with its heel-kick and absence of stemming — though Austria's Anton Seelos and France's Emile Allais and James Couttet heel-kicked and paralleled their way to convincing victories some 15 years ago.

Newest New Technique: One thing is apparent from this short enumeration: while each new method may appear as the last word at the moment, ski technique unconcernedly goes on changing and developing. Thus, while the mass of skiers is still arguing about French vs. Arlberg today, a new technique has already made its appearance on the race courses, the "Gegenschultertechnik" —

ing and ski touring, head of the Austrian Historical Ski Archives, editor of the magazine of the Austrian Alpine Club, author of many books of mountain and glacier lore. Guenther himself, still a student, not only writes about skiing, but is an able racer as well.

What Is It? The principal characteristic of the Gegenschulter technique lies in the counter-rotation of the body; the inside shoulder is pushed ahead, inside hand leads the inside knee, the back is turned towards the center of the turn.

But here the new technique differs from certain older schools which advocated a reverse body rotation as the basis of their entire teaching — the Gegenschulter is seen as purely a racing, and specifically a slalom racing, turn.

Writes Guenther Flaig: "The Gegenschulter can only be slalom technique. In downhill racing, the place of the Arlberg or Alpine technique, or whatever else one chooses to name it, is probably secure. Watching a downhill race, one cannot discern any basic differences in technique between Swiss, French and Austrians;

only differences in style. Photos of all the racers, taken at the same turn, will only confirm this. Nor does the appearance of the Americans on the international racing scene change the picture.

"In slalom, there is a different situation. There is a constant struggle to cut off another hundredth of a second while twisting through the gates. Courses have been artificially hardened, skis adapted to the hardened courses. Steel edges were ground hollow, were mounted offset. But when the improvement in equipment reached a limit, there was only one thing left: the racer himself had to become faster. And faster he became!"

Fastest Technique The Best: Speed, speed, and more speed — that is the criterion by which the competitor judges all techniques.

Here is what Hans Nogler, Austria's first and leading exponent of the Gegenschulter and one of Europe's speediest slalomers, has to say: "I saw that this method of racing must be the fastest. No more waste of time by counterswinging before the turn, as in the traditional Arlberg style. Only in the turn itself does the upper part of the body rotate, and then in a direction opposite to that of the turn; for instance, in a left turn, left shoulder forward.

"My back thus leans towards the slalom pole in the center of the turn. The essential point is that, by twisting my shoulders parallel to my skis, the upper part of my body becomes narrower; thus I can shorten my turns because I can cut each gate much closer to the inside pole. And to make yourself narrower, to ski closer and shorter, means to be faster!"

Technique and Style: there is a fundamental difference. Explains Guenther Flaig: "Technique is the method of the group, style the manner of the individual. Many skiers use the same technique — but everyone has his own style, the result of his own physical and temperamental make-up. It is the same as with handwriting: though we all write with the same letters, we each have our individual style.

"By this standard, the Gegenschulter must definitely be judged a new technique. For it is not a singular stylistic phenomenon, but a racing method that has sprung up almost simultaneously in different countries and places. In the South Tyrol, the Marmolata-victor and famous rock climber Hans Steger already experimented with it some ten years ago. In Seefeld, where a new generation of racers is growing up under the tutelage of the old slalom master Anton Seelos, the same technique was discovered.

"And photos furnish incontrovertible proof that years ago Willy Walch, who was killed in the war, was using the reverse shoulder twist on the Arlberg. More, whoever saw the Swiss champion Georg Schneider at the Special Slalom in Tschagguns in 1947, or at the White Ribbon of St. Moritz, noted his Counter Shoulder Technique; and those who have watched the Frenchman Oreiller know that he, too, employs it."

And, it may be added, there are plenty of pictures to prove that many American racers — whether on purpose or not —



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TECHNIQUE

also use this method to shave a fraction of a second off their slalom time.

Official Debut: New ski techniques do not generally come on the scene full-blown. With the Gegenschulter, however, it almost seemed so; for during the period when it was slowly developing,

about the Gegenschultertechnik, because I don't do anything with the wrong shoulder.' And yet, when the seconds count, Pravda — like many another racer — often leads instinctively and unconsciously with the 'wrong' shoulder.

"Especially in the hairpin does the



GUENTHER FLAIG'S ALPINE SWING
'Style Is The Manner Of The Individual'

the war and the absence of competition kept this development hidden from view. "Then, suddenly," writes Guenther Flaig, "the first post-war winter, was marked by sensational successes. Hans Nogler, first to reach perfection in the new technique, wins almost legendary victories; against Austria's best, he takes district championships by margins of eight and even 11 seconds! No wonder that others soon are following in his tracks. And, as at the birth of every new technique, in no time are voices raised pro and con.

"Luis Seyrling, a young skier from Seefeld who, forerunning the Austrian championship slalom in 1947 with extreme counter-shoulder technique, managed to beat the time of all the regular contestants, says: 'For the racer the Gegenschultertechnik will definitely prevail because it is fastest. For the tourer, though, the traditional shoulder-swing will probably remain most advantageous.'

"Christian Pravda, repeatedly Tyrolean and German Junior Champion, and one of Austria's most promising young competitors: 'I really can't say anything

reverse shoulder rotation prove faster to a surprising degree, and even in the flush we see racers abandon the custom of putting in their ski pole near the ski tips and pivoting around it, in favor of the simple counter-twist of the shoulders."

A summing-up of the arguments about the new technique is given by another young Austrian racing star, Ernst Spiess. Says he: "The Gegenschultertechnik is in my opinion the technique of the future. What makes it hard to master is the temptation to put one's entire weight on the inside ski, which — especially on ice — can lead to loss of control. Its advantage lies in the fact that one shortens the turns and thus gains speed with each turn. I think the new technique can hardly be learned by purposeful study alone; yet many a racer has switched to it unconsciously after an intensive period of fast slalom training."

Times Will Tell: The interest of so many prominent skiers, whether they argue for or against the new technique, speaks for its significance.

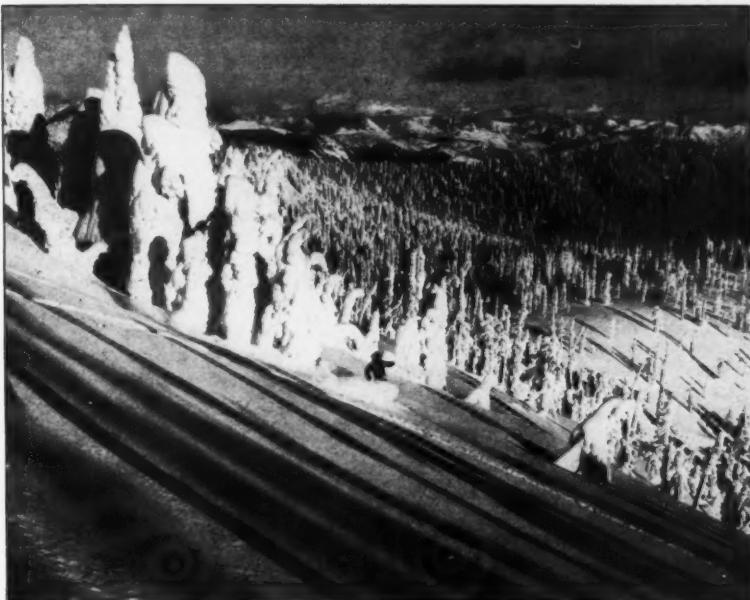
RESORTS

Whitefish Prepares For Nationals

Answering hundreds of requests with action, the Big Mountain Ski Lodge at the site of the 1949 National Downhill and Slalom Championships, will accommodate a limited number of guests in rooms and

cilities is contingent on the approval of a new lessee.

January 20 is the scheduled date for opening bids, which must include plans for erecting a chalet for about 100 guests



Lacy's Photo

TWO FEET OF POWDER AT WHITEFISH, MONTANA
On The Sidings, Pullmans

bunks. Soaring above Flathead Lake and the surrounding Flathead Valley, the alert Montana area and its boosters already have an active committee at work on the problems of lodgings for the many racers, spectators and officials.

The Great Northern Railway will leave Pullman cars on sidings to supplement the facilities in Whitefish and other towns. Some skiers may even stay in a neighboring town called Hungry Horse.

With a foot of packed snow topped by two feet of powder — a cover that should win the envy of many an East Coast and West Coast area — the Big Mountain opened its new 3220-foot Constam T-Bar lift over a month ago. About 40 beginners started the season early, under the tutelage of Chief Toni Matt's instructors, Olympian Gene Gillis and ex-Mountain Trooper Ernest Tapley.

Gillis' wife, the famed former Rhona Wurtele of Montreal, has skied the Big Mountain a little, but still favors the injuries she suffered last year in the Olympics. Tapley, besides his duties at the ski area, has been appointed a Cub Scout leader in Whitefish, and hope to wind up with a pack of Grade A skiers.

Big Buy

Someone want a big winter development? Ogden City, owner of the 4800-foot-long ski lift in Utah's Snow Basin, is looking for a good operator to continue developments there. The leasing of the fa-

and an additional upper lift 4750 feet in length.

Except for a right of way for the present and proposed lifts, the entire area is under the supervision of the Forest Service. Permits are issued for up to 30 years and destructive competition is frowned upon, so long as the permit holder provides efficient and reasonably priced public service.

Part of Cache National Forest, Snow Basin burges with wildlife: deer, bear, mountain lions and a few elk, which might prove a trifle disconcerting to the skiers who chanced to meet the critters on the trail.

For anyone with a hundred thousand idle dollars or so, Snow Basin's development looks like a worthy investment.

Even Steven

The Seattle Post-Intelligencer has engaged Bob Brambach and a staff of instructors to establish a ski school at Stevens Pass, east of Seattle. Large busses will run to the area every Saturday, and the ride, plus two hours of instruction, will cost only \$2.50. Classes will be limited to 15 pupils per teacher for more personal attention, less chilly waiting in line.

Southeast of the Puget Sound city is Mount Rainier, skiable the year around. January 1 is the expiration date of the lease held by the Rainier National Park Company. Seattleans, taking a good look at the beautiful mountain and its vast ski-potential long inaccessible to the majority



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City _____ State _____



RESORTS

of skiers because of the lack of lift facilities, hope that new blood will soon stir in the veins of management.

Face-Lifting

Big Boulder area in Pennsylvania's Poconos has a brand new face. A new beginners and intermediate trail is served by a new 1000-foot rope tow of a new type, which is expected to relieve the pressure on the T-Bar.

Gösta Johnson, who came from Sweden less than a year ago, heads the ski school. Johnson taught for six years in Sweden, prior to coming to this country.

Big Boulder, owned and operated by Split Rock Lodge at White Haven, Pa., is the site of the East's furthest south Constat lift.

Uplift

Vermont's newest chair lift at Mad River Glen above Fayston was officially put in operation December 11 to add another big area to the Eastern ski map. Later openings included the chair lifts at Sunapee Mountain, and Thorn Mountain in New Hampshire, and new Constat T-Bar lifts at Jiminy Peak in Massachusetts, Black Mountain in New Hampshire, Whiteface Mountain in New York and at Jasper-In-Quebec near St. Donat in the Laurentians.

Sam Ogden, head of Vermont's Development Commission, became the first rider at the Mad River opening ceremonies, which were presided over by Roland Palmedo, head of the lift corporation. Governor Ernest Gibson voiced the support to skiing being given by the state and stated that he looked forward to several more major areas in the state.

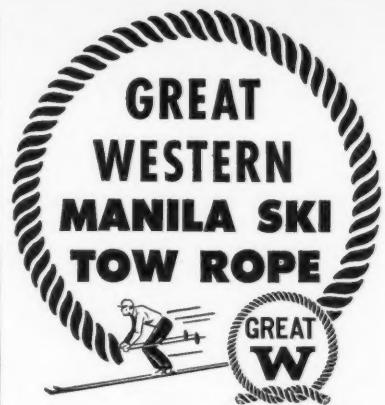


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Pay-Off: Proving that cooperation really pays off in finances as well as in fun, the Hartford, Conn., ski Club charges members only a two-bit maintenance charge for use of their tow.

Daylight: Central and Northern Alaska sound like a great white heaven, a haven of powder snow six months out of the year, although in mid-winter the sun rises at 9:30 a.m. and sets at 2:30, so that floodlights must be used for night skiing.

Army operated ski areas in the principal cities provide free tows, instruction and transportation to civilians as well as the military. The Anchorage Ski Club's an-



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3 cans \$1.30 • Doz. \$5.20
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3 cans \$2.70 • Doz. \$10.80

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3 cans \$1.85 • Doz. \$7.40

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RESORTS

nual rally, opening the season, drew a record 550 skiers who carried off over \$400 worth of merchandise prizes.

Last Leap: Maintained mainly by the Ishpeming Ski Club, world-famous Suicide Hill at Ishpeming, Michigan, offers a tough test of jumping ability. Before riders are allowed to compete on the 80-meter hill, their records are examined by a committee to learn if they are capable of handling a hill of this size.

Separate from the Club's jump is the Ishpeming Winter Sports Area, 240 acres of open slopes lighted for night skiing three times a week. Cross-country touring trails, three tows, and a long club house are maintained free to the public.

The greatest news for Mid-West jumping enthusiasts is that the Olympic jumping champion, Peter Hugstedt of Kongsgberg, Norway, will participate in the Norge Ski Club International Ski Tournament January 16.

Adventurers

A newcomer to the Highway 50-Echo Summit area of California's Sierras is Ken Floto, new manager of Echo Chalet. Ken was a captain in the 10th Mountain Division, and served after the war as Recreation Officer at Garmisch, Austria. There he skied with topnotchers from Bavaria, Austria and Switzerland as well as the Americans Bob Blatt, Colin Stewart and Leon Goodman, to name only a few.

Last year he operated a small pension at St. Moritz and was connected with the Swiss Broadcasting System during the Winter Games.

Another Garmischer, inventive Willy Schaeffler, formerly head of the Kreuzeck



"GOSH, WONDER WHAT THE EXPERT TRAILS ARE LIKE!"

Ski School, will hold the top spot in the Arapahoe Basin, Colorado, Ski School, besides coaching the Denver University ski team. An underground fighter with free Austria forces located at St. Anton, during the war, Willy holds the record on the Olympic Standard Trail at Garmisch, and invents safety bindings, racing gloves and other ski gear.

Larry Jump of Arapahoe reports that parking lots have been cleared to eliminate that long walk up from the road, and the lower and middle shelters at the Basin have been enlarged and improved. A special week-end rate will be featured this season.



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SHOPPING

Ski Pocket Pro . . . is the result of two years work on the part of the Sports Center, 2 East 46th Street. A hand-sized, spiral bound book of laminated plastic, it's a convenient pocket refresher course for skiers. Clear illustrations by Wesley Neff demonstrate the manoeuvres. Also, and more people should brush up on them,



it has the rules and courtesies of the trail. \$1 at the shop.

Dealers are referred to the Norsil Co., distributors, 2 East 46th Street.

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"LET'S SKI" — by Marion Lineaweaver, is still available in limited quantities for \$1.25 per copy, postpaid. In simple language with easily understood diagrams, it is aimed primarily at children, but might clear up a few lingering problems for their parents, too. Send check or money order to SKI Magazine, Hanover, N. H.

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NEW YORK

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MISCELLANY

A Better Moose Trap: In Anchorage, Alaska, ski train riders face a unique hazard. Trains running out of the far-north city are frequently slowed up and delayed by moose on the tracks. The moose find the path cut by the railroad rotary plows much easier to walk on than 12 feet of unbroken snow. Excursioners invariably see at least a dozen of the critters per trip.



"NOT BAD FORM, BUT HE DOESN'T BEND HIS KNEE ENOUGH!"

Montage On The Mountains: Neatest trick of the month appears on the cover of the January "Reader's Digest". Skier-Photographer Hans Thorne is shown leaping off a cornice over three companions in a shot from his movie "Skyward On Skis". Thorne meets himself coming too, since one corner has another photo of him watching his own jump. Says Hans, "I didn't know I was that quick!"

Best Idea Of The Year: 500 hungry children in Austria were fed on Christmas day, thanks to the thoughtfulness of an internationally minded skier. James Albert Wales of New York City sent postal cards to his friends, saying: "... A year ago, instead of making up greeting cards, I added to their cost a contribution for feeding undernourished children in Austria ... This year there will be 500, of many thousands, of whom one will be fed in your name."

Jim adds, "Would you like to know the name of 'your' little boy or girl? 53 of those to whom I sent a card like this last year asked for the child's name and were rewarded with heartwarming correspondence."

Add to this thought the idea of skiers in Boise, Idaho, for collecting ski clothing to send abroad and the many CARE packages that skiers have sent abroad — it looks like an encouraging world.

CANADA

Mont Tremblant Station, P. O.

CHALET DU LAC — A "habitant" inn with clean accommodations, real French-Canadian "pea soup cooking," bar. 5 minutes to Mont Tremblant chair lifts. \$4-\$6 day, \$20-\$35 week, Amer. Plan. Mme. L. Gendron.

MANOIR LAC MERCIER — Modern Hotel Accommodation in Beautiful Laurentians. 5 minutes taxi to the chair lift of Mont Tremblant. Spacious and well heated rooms, hot and cold water in each. Attractive lobby, French cuisine. \$30.00 to \$32.00 per week.

SWITZERLAND

St. Moritz

BADRUTT'S PALACE HOTEL, St. Moritz, Switzerland. Winter Season December 1st to April 1st.

FASHIONS.

Cured Gaposis

It's rather doubtful that anyone needs a reminder who the guy with the grin is in this picture. But for those who demand documentation, it's none other than Ernst Engel, a ski champ in his own right, former coach of the Cornell University Ski Team and now manufacturer of well-priced, well-made ski wear for men and



ENGEL'S SOLUTION

Five Inches Extra In the Knees

women. As it should be, he is wearing trousers and jacket of his own design — both noteworthy items, too.

Ernst has finally come up with the solution of the problem of gapolis created by a short jacket with ski pants. In a patented feature exclusive with him, a belt is slotted through the waistband of the jacket and through the trouser loops.

When you're all tucked in, the effect is that of a one-piece garment, but the spacing of the belt slots is such that there is a bit of play and the blousing of the jacket allows for further freedom of movement. This belted waistband is a creature of many of Ernst's moderately priced poplin jackets, for both men and women.

Ernst's theories on the cutting and proportioning of trousers are an interesting departure from those of the average manufacturer. After much experimentation, he decided that more room is needed through the knee section — consequently, the knees of his trousers are about five inches broader than in other trousers. The increased comfort and ease in a deep crouch makes the value of such proportioning evident.

This feature is to be found in all the price ranges from this house. The ones Ernst wears are grey wool gabardine with stitched creases and concealed zipper pockets. These are about \$29 for men, slightly less for the gals.

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Nylon is the favored fabric in ski shirts and parkas for men and women at B. F. Moore & Co., makers of famous ski wear.



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Outdoors you will find skiing . . . skating . . . tobogganning . . . sleigh rides . . . and a network of over 50 miles of well marked trails surround the hotel. There are also numerous open hills for the novice and average skier.

Rates \$5-\$6 a day, meals included

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Write for our folder, Irene Van Auken Assn., 516 5th Ave., N. Y. Tel.: MU-7-8455.

Villa BELLEVUE
MONT-TREMBLANT

FASHIONS

bearing the Slalom Ski Wear label. DuPont nylon is woven by Cheney, one of the finest of New England weavers, into their new nylon taffeta. Nylon taffeta has a bit more body than the usual nylon weaves, and works up into trim outer wear.

Their nylon taffeta shirt has a slightly tapered sleeve reinforced with an elasticized snow shield. The parka follows the same line with the addition of a deep-yoked drawstring hood in place of the collar. The men's shirt and parka follow the same lines with a zippered cigarette pocket added.

The Talon zippers on these shirts and parkas feature the new "quick exit" action, which permits the release of the zipper teeth from the pull at any point desired. The women's shirt retails for about \$12, with the parka a bit higher. Men's sizes are, as usual, higher than the women's. Both the styles are also available in two ply and medium weight poplins.

Tuck-In

Irving of Montreal has the magic touch when it comes to adding the individual note to functional ski suits. Using the finest of fabrics — most often Forstmann's worsted gabardine — he carries on the sleek styling of the tuck-in ski suit again this year. He features one in white with smart diagonal tucks across the front of the back-zipped jacket.

On The Drawing Board

Along about this time of year ski wear manufacturers and designers are starting to work on the problem of what the skier will wear next year. One of the best ways anyone knows of finding the answer to this problem is to ask the skiing public itself. And that's what's going on now. SKI Magazine wants to know what you want in your ski clothes; what your experience has shown you that you would like to have incorporated or eliminated.

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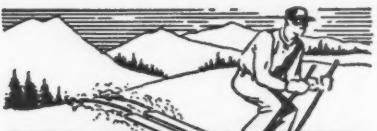
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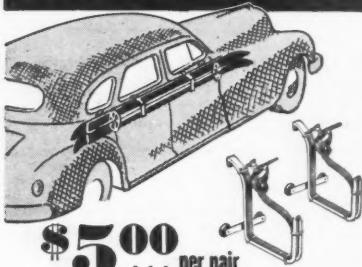
From now on till latest spring, Reno is only minutes from superb powder and corn snow, excellent lifts, long clear ski slopes, restful sun decks, and good hot food and relaxation.

Spectators thrill at ski meets almost every weekend. Jumping, slalom, down mountain! Don't forget Reno's famous "bright lights" after dark.

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SCHEDULE IS NOW AS FOLLOWS:

Dec. 30, 31—Stowe, Vt. Jan. 1—Woodstock, Vt.
Jan. 4—Greenwich, Conn. Jan. 5—Providence,
R. I. *6—Boston, Junior League. 7—Manchester,
N. H. 8—Laconia, N. H. 9—Hanover, N. H. 10—
New York, Junior League. 11—State College, Pa.
*12—Erie, Pa. 13—New Haven, Conn. 14—
Worcester, Mass. 15—Hartford, Conn. 16—
Harvard Club, N. Y. C. 18—Lynn, Mass. *19—
Philadelphia, Pa. 21—Washington, D. C. 22—
Ligonier, Penna. 23—28—Sun Valley, Idaho. 30—
31—St. Louis, Mo. Feb. 1, 2—St. Louis, Mo. Feb. 4
—Portland, Maine. *5—Farmington, Conn. 6—
Springfield, Conn. 11—Plattsburg, N. Y.
*Earlier Jay film

CANADIAN

Nova Scotia Gains Ski Converts

Carleton Edwards of Dartmouth, N. S., has devoted himself to the notable project of converting his home town and suburbs to skiing.

Under his own roof he has a sizeable headstart.

Edwards has eight children, seven of whom are skiers.

Even the slightest form of accident is extremely rare. Each of the children started when they were 5 and 6, and since then the only goal has been improving their technique for more fun, complete safety.

"It isn't necessary to start at an early age for recreational skiing, though. One



ICE FALLS NEAR MONT STE. ANNE
In Quebec, Bells For Terray

A graduate of Hannes Schneider's ski school, pappy Edwards has a professional and parental right to instruct Carleton, 25, Joyce, 23, Wilma, 22, Maurice, 20, Allan, 18, Sylvia, 15, Mavis, 14, David 10. Only Maurice was able to resist the combination of hereditary and environmental influence. He takes the trails on horseback.

As a parent, coach and equipment provider, Edwards has no fear of the multiple chances he takes when the family takes over the nearby Brightwood golf course slopes.

"The secret is in learning the sport properly. There is no more danger to skiing than there is to crossing the street with care. My family is a seven-way proof of this claim of a minimum of danger.

of the most striking developments in recent years has been the notable increase in the number of elderly men and women taking up skiing. Many of them, through mature concentration and skilled teaching, have become adept skiers."

Well-Teamed: Bill McNulty who reports on the skiing Edwards family says that it is close to an unforgettable sight to see the whole family skiing together, each a good skier, and as a group capable of unit skiing that is an unusual example of team effort. "Dave," says Bill, "is a marvelous skier for a ten-year-old and should go down to the States to match his skill with the juniors there."

Staffer McNulty also reports that Erling Bergh, reviver of the St. John Ski Club three years ago, recently returned

CANADIAN

to his native Norway after an absence of 22 years.

Bergh found the Norwegians more ski-conscious than ever despite the prevalence of strict rations for all the people, fear of a third world war, and hardships remaining from World War II. "Regular



SHIRLEY KANE
At Mt. Norquay, Experts & Beginners

week-end ski trains to the mountains are heavily patronized and the Norwegians retain the ability to have happy-go-lucky enjoyment from their skiing," is Bergh's quick summary of conditions as he found them.

With Bells On: News from the Quebec area is of a different nature. Bells are ringing for the arrival of Lionel Terray from France. One of the best jumpers and downhill-slalom skiers in his country, Terray will serve as chief assistant in Fritz Loosli's Chateau Frontenac Ski Hawk School.

Under an agreement between the Chateau Frontenac, the Ski Advancement Society and the Quebec Winter Sports Association, Terray will also coach the Quebec Ski Team, the first Canadian team to enter competition under a city's name.

Director Loosli has turned his attention from the lecture platform to his ski duties. Fritz recently spoke to over 8,000 fans in New York, New England, Philadelphia and Washington, D. C.

Cascading Beer: At Banff, Alberta, the new Cascade Hotel, under construction for over a year, has formally opened its doors. One of the features of the hotel is a huge beer parlor with a seating capacity of 500 persons.

Nearby on Mount Norquay the new 3000-foot chair lift is in operation, whisking skiers up the rugged mountain to the top of the downhill course, providing a vertical descent of 1280 feet.

The Parks Department has cleared novice slopes in front of the Lodge to improve beginners' terrain.



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SAFETY

Troopers Talk Temperance

To the Colorado State Patrol falls a major part of the job of helping thousands of skiers reach their sport areas, and then make the return trip safely. This is by no means a minor task, and although most experienced skiers are seasoned winter drivers, there still is occasionally the person who is guilty of a moment of careless driving, or overlooks some safety measure which, at the time, may appear to be insignificant but may later develop serious consequences.

The problems faced by the State Patrolman in his efforts to maintain a flow of safely and efficiently moving traffic to and from our winter sports areas are many and varied: enforcement of traffic laws; direction of traffic at con-

State Patrolman is frequently at the side of the victim within a few minutes, easing pain and comforting the injured party. Transportation is then secured for the victim to his home or hospital as the situation warrants.

Good Intentions: The Colorado State Patrol believes that no one intentionally becomes involved in an auto accident, and that most of such accidents occur when the driver possesses insufficient knowledge of good driving practice, or, because of thoughtlessness, he fails to obey the rules of good driving.

For example, on one occasion an officer on patrol during a blinding snow-storm was passed by a carload of skiers returning to the city from one of the ski areas. The speed of the skiers' car was excessive for a snow-covered road and poor visibility. The patrolman gave chase, intending to warn the driver, but because of the adverse weather and road conditions was unable to overtake him immediately.

He continued the pursuit, however, and subsequently came upon the skiers' car. It had plunged through a guard rail and was hanging perilously over the edge of a deep canyon. The occupants were unhurt but badly frightened.

The driver reported that since the posted speed on that particular road was 40 miles per hour he had felt that it was safe to drive at that speed. Either he forgot or did not know that one of the important rules of good driving requires a speed no greater than road or weather conditions will justify, regardless of the posted limit. The driver had suddenly come upon a vehicle stalled on a curve, and because he was overdriving his visibility, he was unable to stop. To avoid a collision he had swerved his car into the guard rail.

Check List: In another instance, a truck carrying 20 skiers missed a curve, went over an embankment and into a river. Two passengers were killed and 17 injured. A good driving rule had been ignored either through ignorance or indifference. The driver of the truck had fallen asleep, with tragic result.

The following is a partial list of suggestions prepared for winter sports enthusiasts.

1. Use chains where necessary and especially where signs request their use.

2. On slick roads start slowly, drive slowly, and stop slowly.

3. On slick roads drive at speeds which will allow you to maintain complete control over your vehicle at all times, and to stop safely in the event of an emergency.

4. In the mountains always keep well over on your own side and pass only when you can see ahead at least 750 feet.

5. When necessary to stop, pull completely off the traveled portion of the highway.

6. Obey all signs, signals, markings, and traffic regulations.

7. Carry skis securely fastened in a well-constructed type of rack on top of the car or parallel to the side.



Colorado State Patrol Photo

SERGEANT HENDRICK & SKIER
Safety On Highways & Trails

gested points; regulation of parking; control of traffic flow; assistance to stalled motorists; pulling out cars which have skidded off the highway; assisting motorists in putting on chains, and seeing that chains are used where necessary; investigating accidents, and giving information.

The Troopers: In the handling of such matters as promoting obedience to traffic laws and parking regulations, the State Patrol has always enjoyed the full cooperation and assistance of the Ski Patrol and Ski Clubs. These organizations pass on to their members information from the Patrol regarding safe driving practices and requests for cooperation or assistance. The Patrol, in turn, assists the skier in many ways not directly connected with traffic.

The State Patrolman is thoroughly and carefully trained in the administration of first aid, and the lives of many people injured in traffic accidents are saved each year by his prompt and efficient attention at the scene of the accident.

His aid to the injured, however, is not limited to the victims of traffic accidents. Skiing is a virile and active sport and its devotees are sometimes injured, occasionally seriously, in its pursuit. The

COMPETITION

Elimination Plan

With a heartening showing in the 1948 Winter Olympics behind her, the United States, now definitely stamped as a power to be reckoned with in the ski world, turned eyes toward the 1950 World Championships.

At the recent National Ski Association Convention, locations were set for the championship events, with Rockies-bound Aspen, Colo., getting the downhill-



Walla Walla Union-Bulletin Photo
PRIZE-WINNING FLOAT
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slalom and Lake Placid, N. Y., the jumping, classic combined and cross-country.

Tennis Seedings: Once the places were set, a special committee turned in a report to the convention recommending a new and sensible arrangement for picking the U. S. team. In general the new scheme rather closely parallels tennis in this country. Players seeking Davis Cup berths don't make them on the basis of one tryout, and, reasoned the N.S.A. committee, neither should the skiers.

Specifically, the committee's report recommended setting up a series of races and tournaments and skiers aiming for a U. S. team berth would first have to set their sights on these events. On this basis they would be ranked, much as tennis players are seeded nationally. And to bolster the arrangement further, it is recommended that the results of all divisional championships be considered in team selection.

For instance, downhill-slalom races in 1949 suggested by the committee would include the following: March 5, National Downhill-Slalom Championships, Whitefish, Mont.; March 12, Roch Cup Race, Aspen, Colo.; March 19, North American Championships, Aspen, Colo.; March 26, Harriman Cup Race, Sun Valley, Idaho; April 2, National Giant Slalom Championship, Reno, Nevada.

Aspen Practice: In addition to other advantages, the above listings would give the cream of the crop two cracks at the Aspen terrain over which the world championships would be run.

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COMPETITION

cross country, the following 1949 events were nominated: Jan. 16, Norge Ski Club, Chicago, Ill.; Feb. 20-22, National Jumping Championships, Salt Lake City, Utah; Feb. 27, Kiwanis Ski Club, Iron Mountain, Mich.; Feb. 26-27, 1949 F.I.S. Tournament, Berlin, N.H.; March 5, National Cross-Country Championship, Walla Walla, Wash.; March 12, National Classic Combined Championship, Seattle, Wash.

If the new team selection plan is approved, two squads of 20 skiers each would be picked at the conclusion of the 1949 season for preliminary groups for downhill-slalom and for special jumping. Women's, classic combined and cross-country skiers would also be named to preliminary squads, perhaps in smaller batches than 20.



The Cream: With the cream skimmed off the top, the selection committees would have easier work in early 1950 in naming final squads. If N.S.A. Board of Directors' approval is forthcoming three selection committees will be named: downhill-slalom, men; jumping, classic combined and cross-country; women's downhill-slalom and possibly cross-country.

By endorsing F.I.S. amateur definitions, the N.S.A. will consider all skiers usually termed "open" eligible for world championship competition. Age limitations, 18 or over by Jan. 1, 1950, for jumping, and 20 or over by the same date for cross-country, will be enforced.

All skiers, competitors or neophytes who buy the N.S.A.'s National Ski Fund button (NSF) this year or next, will be indirectly supporting the 1950 U.S. team.

The High Dive

A new wrinkle, perhaps in bones, has been left in the scoring of ski jumping. In previous years, jumpers who took a Brodie after a long leap got nothing for their pains but their pains.

This year, the National Ski Jumping Committee of the N.S.A. has derelict the "longest standing jump" as a scoring criteria. From now on, the longest jump, standing, sitting, or on the nose, will get the 20-point maximum distance award. The old barnstorming carnival fly-boys can now give ski jumpers a bromide, "It's a good one if you can walk away from it. . . ."

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COLLEGIATE

Dartmouth Capable Of Top Spot

Dartmouth, a college synonymous with skiing to the man on the street, is represented this winter by a team capable of creating its own reputation.

For some seasons past the Indians have

Captain Bull, a class B jumping champion in his home state of Maine, affords the Indians a steady classic combined skier. The return of Stewart from the Olympics also insures a standout down-



BILL BULL & WALT PRAGER
No Ghosts

been borrowing ever so slightly from the golden glow left by the Durrances, the Bradleys, the Chivers, the Merserveys, and a long list of stars who remain figures of importance to this day in skiing.

Coch Walter Prager does not plan to enter the collegiate ghosts of Johnnie Litchfield, Ted Hunter, Eddie Wells, Harold Hillman, Percy Rideout and others in 1949 competition.

He has a host of "live" candidates who have the ability to return the Big Green to the top rung.

Led by Captain Wilbur Bull, the Big Green will carry a varsity squad of Tor Arneberg, Colin Stewart, Tom Tomasi, Fred Springer-Miller, Brooks Dodge, John Caldwell, Griffith Lumbard, John Boardman, Bill Hallager, Dave Lawrence, Red Austin, Carl Blomquist, Pat Brewster, Bruce Bryant, Ed Post, and Sandy Treat.

Four-Event Balance: The real tip-off on the team strength of the Big Green comes in the fact that Prager has a quartet of four-event men, Arneberg, Caldwell, Boardman, and Post; and a total of 10 competitors in the heavy-scoring jumping and cross-country events.

Top all-around performer on the Dartmouth team is Arneberg of Oslo, Norway, who won the Bradley Plate Trophy at the Sun Valley Intercollegiate Ski Meet last winter and also won the Skimeister award at the I.S.U. meet a year ago.

hill-slalom combined skier. Dodge, up from the freshman squad of 1948, Springer-Miller, Dave Lawrence, Tomasi, and Lumbard add further strength to the downhill and slalom contingent.

Prize Plum: One of Dartmouth's best skiers will compete only on a non-team basis, however. Because he is a freshman and ineligible for varsity representation, Charlie Tremblay, another of the great skiers developed in the environs of Lebanon, N. H., will wear the colors of the D.O.C. with the yearlings and in open meets. Last year Tremblay competed with creditable performances in class A jumping tournaments and won every schoolboy cross-country meet he entered. Every college in the East was glancing with longing eyes at Tremblay but Dartmouth proved to be the fortunate recipient of his entrance application.

Blood Weeps: Down at Durham, N. H. where Ed Blood has a habit of developing exceptional strong Wildcat squads the word is out that Eddie is in a pessimistic mood. Everyone beware! When Blood takes his towel from the football to the snowfields, he usually is preparing a powerhouse. Seven lettermen including Olympian Ralph Townsend, top American classic combined scorer in the Games, adds up to a New Hampshire delegation not to be overlooked.

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BUSINESS TRENDS

Tow Tickets Present Problem

Tickets, please, have always been a problem. Strong men have wept when planted behind a gridiron goalpost. People have camped overnight outside a ball park to get a little piece of cardboard. Nothing can compare to the dilemma of the ticket holder placed behind a supporting column at Minsky's.

We find that the ski industry also has its ticket problems. Size, shape, color, means of attaching ticket to clothing, all are debatable questions. The Globe Ticket Company has contributed a few helpful suggestions that SKI Magazine passes on to whom they may concern.

Single Ride Tickets were found to be most successful when similar to theatre tickets but considerably larger to make for ease of handling. They are less apt to be substituted by some lower priced amusement ticket, and it can be assumed that skiers like to get more for their money.

Lift or Tow Tickets: Time tickets, forenoon, afternoon, and all day tickets present their problems. One problem is a signal to indicate the date and position of the day for which the ticket is good. The other problem is an unobjectionable method of attaching the ticket to the person of the skier. Globe Ticket Company suggests a different color card for a.m., p.m. and all-day skiers. These colors remain unchanged so that the operators become used to them.

Better pay up: As a means of dating, a different symbol letter is used each day. They are used in random order. In most cases it is sufficient to use 15 symbols. After each one of the 15 letter symbols has been used, the series of symbols is repeated, but in different order so that possible re-users (tsk, tsk) cannot foresee what symbol will be used on any particular day. In cases under suspicion, the actual day of issuance can be easily determined from the consecutive number which appears on each ticket.

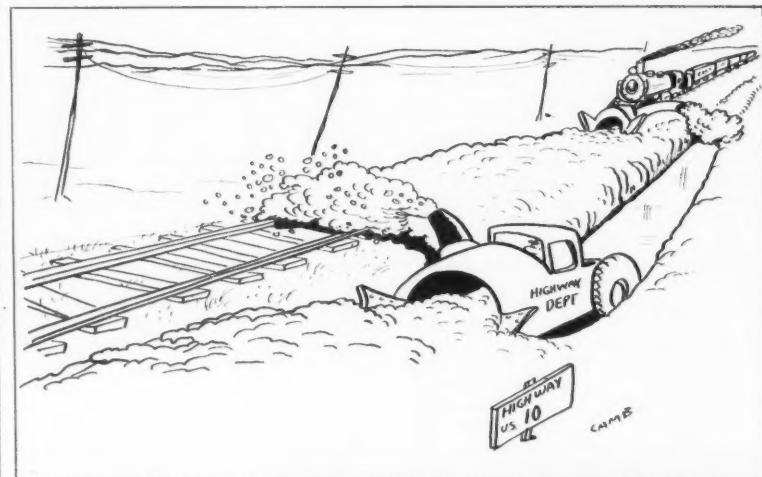
Even Steven: Many operators claim their revenue is increased by the use of tickets that permit a definite number of rides rather than unlimited riding. The punchout and pad type are typical examples used in Globe's report. In 65 years of experience in helping to solve cash admission and ride control problems in the amusement and transportation field, Globe recommends the use of pad with detachable tickets. In this case a ticket is surrendered for each ride taken, for audit and proper control. SKI Magazine wonders if a book of tickets wouldn't look like a fantail pigeon after one prolonged nosedive, and if repeated, like an overgenerous politician scattering tickets at a barbecue.

Psychologist: Believe it or not, Wes Blake, Twin State Tow magnate, New London, N. H., and East Corinth, Vt., modestly calls his developments "The Second Best". By so doing he is creating in the minds of his clients the impression that they will not be downtrodden by the overwhelming crowds that "The World's Longest or Most Super-Colossal" attract. It also sounds less expensive — with no cover charge.

Public Relations: Progress often comes slowly. Kip Cushman of Ascutney Slopes, Inc., Windsor, Vt., presents this tale to prove humor is not entirely lacking in the ski business world.

"Last year," writes Kip, "Ascutney Slopes, Inc., was addressed as Ascutney Slopes, then as Ascutney Slips, and last week the crowning blow, Ascutney Dopes — at least the 's' makes me feel better."

Honeymoon Special: The Hotel Jerome at Aspen is sending invitations (formal at that) to brides and grooms in hopes that they will come galavanting up to the old Inn door with skis draped with confetti and streamers. Good business: — two can't live as cheaply as one!



FOREIGN

Europe's Patches and Repairs

By JOHN F. MALLOY

The war in Europe changed a lot of things, but one thing hard to wipe out is the enthusiasm of skiers. In Austria, where there is still an acute shortage of most everyday essentials, skiers still have such an undying love for their sport that they make every effort to visit the famed St. Anton resort. The same is true of France and Italy (Cortina and Sestrières are examples), which feel the post-war pinch less than Austria. Of course in Switzerland skiing enjoys an enormous popularity.

In Austria ski clubs were greatly disrupted by the war. Many former members are still held in countries behind the Iron Curtain. The clubs are in the process of being reorganized, as in the Universities at Salzburg and Innsbruck, where students can take skiing courses as a part of their athletic program. These clubs also sponsor week-end outings and annual ski races.

Ski Doctors: Of course in Austria new skis are both expensive and very difficult to obtain. What few there are are brought in mainly by tourists and left with friends as gifts. This scarcity of new skis means that old skis must last, and the Austrians have made such a science of ski repair and rejuvenation that it is difficult to tell where they have joined a new piece of wood on the old ski.

New ski clothing, too, is at a premium. Many still ski in old army uniforms. Sweaters are well-faded and worn thin, while ski pants have an accumulation of patches. The leather used in boots is not of the best grade, but the workmanship in them is excellent. An additional handicap is the really acute shortage of food throughout Europe. Despite these hardships, those who have any sort of equipment make full use of it at every opportunity.

Army Aid: In France and Italy where equipment is not as scarce, more of a comeback has been made. French conditions are probably the best of the three countries. Even here, though, skiing has not made a complete recovery because of postwar handicaps. One factor that has given French skiing a lift is that many French skiers are still in the Army, and are able to make use of government skiing equipment for recreational purposes.

In Switzerland, although the tourist trade is not yet up to previous standards, there are excellent facilities and there is an abundance of good equipment. The Swiss still lead all countries on the continent because they were relatively untouched by the war. They have been able to advance their skiing program at a rapid pace. Swiss engineers and draftsmen must have been working overtime on the many new types of equipment that were brought out last winter.

In Switzerland there are a great number of clubs. Every resort has a club of its own, and the Universities all have student clubs while in all cities and most towns there are ski organizations. These clubs

all sponsor outings and annual races, which accounts for the heavy week-end traffic on the railroads. No matter where you are in Switzerland, there is always a group of boys and girls on an outing.

In the railroad stations there are special places for checking skis. Since the big cities like Bern, Zurich and Geneva are only a few hours from good ski runs, every Friday evening the stations are packed with those off for a week-end holiday in the mountains at special train rates. The various groups are easily distinguished, for they usually wear jackets or caps of the same color in addition to the shoulder patch club insignia. This helps them to keep together in the stampede.

Schuss Studies: When I was at Zermatt there was a large group of students from the University of Geneva who were spending a week at the famed resort as a part of their regular University curriculum. They received special student rates for lodging, instruction and use of lifts.

Many Swiss ask their American visitors about ski conditions in the United States. It is not at all uncommon for total strangers to open conversation in this manner. They are curious about the depth and quality of our snow as well as how American runs and lifts compare with those in Switzerland. Austria, France, Italy and Switzerland have excellent skiing facilities, but this country is well able to match anything found on the continent.

Switzerland is ideally suited geographically for widespread participation in skiing. The small area of the country, criss-crossed with an excellent system of electric railways, means that no resort is difficult to reach. In fact, most of these resorts have railroads going right to their door.

Tranquill Pace: A typical leisurely day of skiing at Davos in east central Switzerland starts with breakfast about 8:30. We take the Parsenn lift at ten o'clock to the top, arriving at Weissfluhjoch (the top) about 10:30. The next hour is spent ironing out skiing difficulties and then we wind up the morning by sunbathing until noon.

Then we have lunch consisting of the ever-present Swiss soup, and perhaps a roast beef sandwich. After lunch we consult the resort's large wall map which shows all the trails, indicating the length of each, where they terminate, and the skill required to run them. We pick a long trail and at the end of our run we board a train for about a 45-minute ride back to Davos, arriving as darkness begins to cover the countryside.

Austria, France, Italy and Germany need a great deal of help to foster their skiing activities. Although postal regulations do not permit skis to be sent overseas, and express charges are extremely high, we Americans can still help by sending our discarded ski clothing. The skiers would certainly welcome such clothes and any equipment we are able to send.

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PEOPLE

No Hiding Place Down There

Former Dartmouth pre-war four-event star, medico **Dave Bradley**, has schussed into the best-seller non-fiction circle with his "No Place To Hide." A day-to-day log of his experiences as an observer at the Bikini atom bomb tests, it is an upper case job of reporting in the finest sense of



Terrill Photo

TOM & BECKY CREMER
At Illinois' Largest

the word. Published by Atlantic-Little Brown, it will be a Christmas Book-of-the-Month Club bonus selection, excerpted by Readers' Digest and is being angled for by Pare Lorentz for documentary filming.

Olympic Teamster **Becky Fraser Cremer** and her husband, **Tom Cremer**, will teach skiing this winter at Willmot, largest ski area in Illinois. The Cremers are living in Chicago at present and expect to remain there until next winter.

Downeasters got a start on the season last month when **Milford A. Payson** was tapped for the presidency of the Camden, Me., Outing Club. And out Idaho way, **Bob Hoffmaster** got the nod as the Magic Mountain Ski Club president.

Two New Hampshire men have slipped across the line into allegedly staid Massachusetts, which has been showing none of her storied caution about playing siren to skiers. **Johnny Ankettell** and **Ray Pressey**, Granite Staters, have joined forces with **Lloyd Hobbs** in running the Boston Peak (North Andover) area.

Underground fighter (with Free Austria forces in World War II) **Willy Schaeffler** now has an infinitely pleasanter fight on his hands — teaching tyros at Arapahoe (Colo.) Basin and coaching part-time at Denver University.

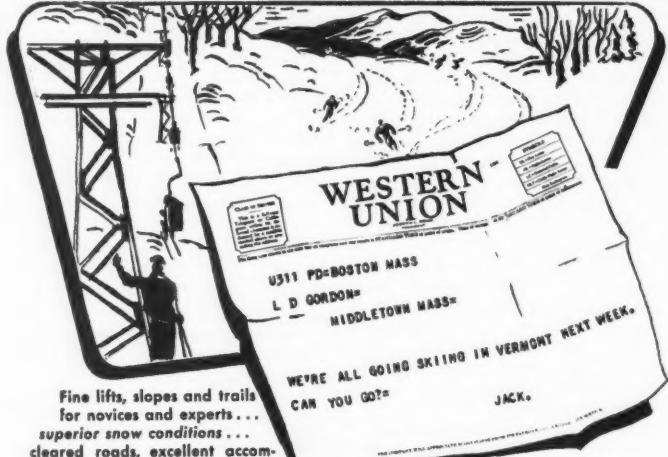
Lionel Terray, top French skier, instructor and Alpine guide, will start parlaying novices into experts at Quebec's Chateau Frontenac Ski Hawk School in mid-December. In addition he will be lend-leased to coach a Quebec Ski Team, first city outfit in Canada's history.

Art gave way to articulation this month when **Flockie Haemmerle** left his Denver University Art school studies for his Sun Valley instructorship.

Before a ski-studded audience of Olympic personnel, instructors and admens, **Charles N. Proctor**, Yosemite winter sports director, performed recently as guest speaker at a San Francisco Advertising Club luncheon featuring California winter sports.

Army veterans **Miles A. Bartlett** and **Hobart W. Tower**, both skiing pros, were recently named to head the ski patrol at Jiminy Peak in Massachusetts' Berkshires. Teaching there weekends, holidays and Wednesday afternoons will be **Bernie Neveu**, while **Jim Snell** will handle the weekday tutoring.

A blue-grass business man, **Mason Harker**, transplanted Kentuckian, operator of the Charlemont (Mass.) Inn, is going ski. The purchase of 750 acres on nearby Hawks Mountain, originally in-



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PEOPLE

tended as a hunting and fishing preserve, has proved so popular with skiers that Harker has harked.



Canadian Pacific Photo

ESCAPIST ALLAIS
Fate Has A Double Twist

If money talks, Maine may be on the way to a long-looked-for major installation. **Bruce White** of Brunswick heads one group talking of a \$200,000 lift. Another, led by **Sperry H. Locke** of Portsmouth, N. H., is up to \$300,000. The first talks of Pleasant Mountain at Bridgton; the second, Agamenticus Mountain, York.

René Ravoire, ski meister of Woodstock, Vermont, met **Emile** and **Georgette Allais** in New York when they returned from South America for the winter at Sun Valley, Idaho. The French instructor was feted at the Stork Club on his way through the metropolis.

Just before he left Chile, Allais was to conduct a spring skiing course on the mountain of Villa Roca, which, like most people and mountains in that country, is a volcano. He and his wife, for some reason, delayed their departure from Portillo. Meanwhile the volcano erupted, covering the hotel where they were scheduled to stay with lava. Not everyone was as lucky in their escape as the Allais.

Emile slipped out of the clutches of death once before by a similar twist of fate. During the war he fought in a Resistance unit which occupied a mountain hut on the Mer de Glace. Allais and most of the group went down to Chamonix for supplies just before a large scale attack was made on the hut.

Bud Phillips, former member of Sepp Rusch's staff at Stowe, now heads the ski school at Vermont's new Mad River Glen development. **Lucien Gould**, assistant to Woodstock, Vt. Allais technician **René Ravoire**, is now instructing at Mt. Ascutney Slopes, Windsor, Vt.

Honeymoon bells are still ringing for **Jane Thomas** of Rutland, Vt. and **Karl Acker**, Swiss instructor who has directed the Pico Peak Ski School for 10 years.



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OUTSIDE REPORT

Skiers Shure Git Steamed Up

By DON HYATT

By the great horn spoon! I never see'd the likes o you ski folks. I ain't no skier myself, but t'other day I read a article in this here magizine. Sort a consider myself an authority now on all subjects dealin with you ski'uns. Matter a fact ain't much I'm ignirent on 'cept one or two sitchiations like the one that come up t'other night in the parlor.

Now I calculate that last night after supper's good as most any time to start with. . . . Me and Sarah just done the dishes and was sittin by the kitchen stove bout as comfort'ble as a man can git when these here young ski folks are a gittin started on the subject of technics agin.

Well sir, I knowed they was agoin to be havin it hot 'n heavy fore long so I put mu chair near the door and start a sittin and listin. . . . First one feller jumps up and says that he likes to steam his ski every time he turns—Seems that it just ain't agoin ta be any ski he's a steamin cause he starts a whoofin and wheezin bout which one. . . . Now this here first feller says somethin bout a friend of his called Al Berg which give him all the information which he is goin ta give to us. This Al Berg shore must a knowed what he was doin cause it sounds real acidimic like.

Well sir, this here first feller, when he's shore everyone's a lookin at him, puts one of his big feet on Sarah's good piany stool and calls it the up the hill leg. T'other leg's on the carpet, and this one's the down the hill leg. Then he starts a pumkin from one leg t'other and his arms are a goin hit in circles. His face is gittin red and he's a shoutin. . . . Put yore weight on the down the hill leg when yore goin cross the hill. . . . Then he contradicts his calculation. . . . Put yore weight on the up the hill leg and start a steamin with yore down the hill leg. . . . Then he must a forgit his speech cause he starts talkin plain nonesense and the more mixed up he's gittin the louder he's a yellin. . . . Put yore weight on the down the hill leg. . . . He's tellin 'em like he's mad at 'em all.

Bout this time everybody's startin in a whisperin cause I guess they didn't like this feller changin his mind so much. . . . But it don't bother him none cause he's no sooner gits everyone's weight back on the down the hill leg than, shore enough, you guessed it. Gadfrey Dinah, if he don't say—Now steam yore up the hill leg and put yore weight on hit and keep hit thar until yore old up the hill leg starts a fixin to be yore new down the hill leg. . . . He's got so much steam worked up he's steamin all over the place. . . .

Well, kitty in the woodpile, if bout this time this here feller don't give too much steamin with his piany stool leg and that stool's a lettin go a quick twirl and he's a rappin his noggin on the piany keys. . . . The next thing I knowed they was carryin this friend of Al Berg's up the stairs.

But no sooner do they git this first feller put away than a second feller hops

up and says this t'other feller sort a had the right ideer but that after all his work he's been a steamin the wrong legs. . . . Steam the piany stool leg—he says.

Well sir, he starts a sayin things bout leanin left when you go ta the right cause when yoresskin left yore on the left ski . . . when likity split come this other third feller ta the center a the room and he's tellin this second feller he ain't very nice and ta shut up cause he's goin to be tellin all of 'em somethin that none of 'em knowed about yit.

Now this here third feller's got long hair and is crazier than a loon. . . . Rude—Rude—he starts a hollerin and the same time he's a kickin his heels higher than tarnation's pet mule. . . . Course I'd rightly say that this here feller's the one that's a bein rude fer interruptin t'other, but he don't seem ta bother with that notion. . . . Paralyze them legs together, he says. . . . Toss them shoulders out over them skis and you'll be a turnin. Then he stops a kickin his heels and points accusationally like at t'other folks who is talkin mongst themselves bout other things. . . . Paralyze them legs he says agin. . . . Always keep 'em paralyzed with four lagers. . . . Now this here last is bout the only thing that makes much sense ta me. . . . Four lagers could paralyze most anything.

So I'm bout ready to be agreein with this bird. . . . when a patriotic fourth feller sittin in the corner starts a shoutin. . . . I'm fer Ameriky. . . . I'm fer Ameriky. . . . And I guess he figured t'was bout time he said somethin. . . . But by golly he don't git far 'cause this first feller come staggerin down the stairs shoutin even louder. . . . I'm fer Al Berg—Well sir, by the time all them fellers are a congregatin in the center of the room it was, Esmeraldy put the cat out. . . .

Thar a spoutin the meanist names ya ever heerd at each other. The other folks ain't payin no attention 'n are startin fer bed—lettin the four fools go at it. . . . Long bout midnight I done the same thing. . . . When I closed the kitchen door thar a headin out the door fer the ski slopes. . . . I'm fer Ameriky says the first feller out. . . . Al Berg—Al Berg—shouts the second. . . . No countersink blows the third feller in the fourth feller's face who is saying. . . . Rude—Rude. . . .

Well, now, sir, I don't know. . . . I give this here some real deep thoughts. There's no doubt this fourth feller's got a point bout 'em all bein rude. . . . but he ain't got no manners neither. . . . Can't seem to make much sense a this countersink business an I don't know yit bout this here Al Berg feller. . . . We never do find out t'whether he's a democrat or republican. . . . In the end though I think I'll stick with that third feller yellin for good old Ameriky—By glory, Ameriky's got bout as good a mess a things as most countries an' it seems ta me that with all the other stuff like the atomic bomb, fire and gravity we done invent over here. . . . we ought to be havin a ski technic too.

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